

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

ESTABLISHED 1857

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Hongkong, 3rd October, 1907. a1048

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CALIBRE 7.63 mm.
With CHAMBER for 3 CARTRIDGES
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SIEMSEN & CO.,
Agents.
Hongkong, 6th March, 1907. 46


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FIRING 10 SHOTS in 2 SECONDS.
CARLWITZ & CO., Agents.
Hongkong, 13th March, 1907. 576

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in Stock.
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Hongkong, 1st July, 1907. 1691

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PHOTO SUPPLIES
IN THE COLONY
DEVELOPING AND PRINTING
UNDERTAKEN.
A. TACK & CO.,
Hongkong, 16th October, 1907. 1437

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1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
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9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
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Road Central.
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Hongkong, 9th May, 1907. 677

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LESS 10% OWING TO HIGH RATE OF EXCHANGE.
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CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS, a34
Hongkong, 15th October, 1907. 15, Queen's Road Central.

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NEW SEASON'S FRUIT.
VALENCIA RAISINS AND SULTANAS.
ZANTE CURRANTS.
ORANGE, LEMON, CITRON AND MIXED PEEL.
CHRISTMAS PUDDINGS,
READY FOR USE IN 1, 2, 3, 4 AND 6 lb. TINS.
MINCE MEAT IN 1 lb. AND 2 lb. TINS.

LANE, CRAWFORD & CO.
Hongkong, 15th November, 1907. 33

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Can be had in the following qualities—
EXTRA DRY (Gent. American),
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SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER
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Hongkong, 1st June, 1907. a1017

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for 1908.
THE "WELLINGTON" AND "BLICK"
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a32

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TEN YEARS OLD.
\$13 PER DOZEN.
"WHITE HORSE" WHISKY
BOTTLED IN SCOTLAND
FROM THE
ORIGINAL RECEIPT OF 1746.
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ourselves we respectfully beg to ask our
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communication intended for us to No. 45, Gra-
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Well Furnished Reception Rooms.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
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a42 A. F. DAVIES, Manager.

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A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted Electric Fans (it
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Table D'Hôte at separate tables.
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COMFORTABLE & AIRY BEDROOMS
Situated in close proximity to the Harbour
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Special arrangements for a long stay.
F. DOMBALLE }
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SHAMEN—CANTON.
FIRST CLASS EUROPEAN HOTEL.
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Every Modern Comfort and Convenience.
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TELEGRAMS—FARMER, MACAO.
MACAO, CHINA.
In the Centre of the Praya Grande.
CAPT. T. ATSTIN, Manager.
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experienced European Management.
Every Comfort and Convenience for Residents
and Tourists.
a131 WM. FARMER, Proprietor.

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MACAO.**
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All comforts of a home.
A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Two steamers (S.S. Sai Au and S.S. Tai Au) daily to
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these centres.
Cable Address—"BOA VISTA."
For Terms, apply
a217 THE MANAGER.

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A LARGE AND COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining
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furnished Bedrooms, every home comfort. Fine
View of the Harbour; Terms moderate.
Apply to—Mrs. F. W. WATTS,
"Braeside," 59, Macdonnell Road
(late of "Tung Yuen"). 43
Hongkong, 27th June, 1905.

PRIVATE BOARD AND RESIDENCE
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Hongkong, 9th February, 1907. 1530

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ALEXANDRA BUILDINGS,

Hongkong, 4 November, 1907. 30

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Correspondents must forward their names and ad-
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Editor, not for publication but as evidence of good
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All letters for publication should be written on
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No anonymously signed communications that have
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LONDON OFFICE: 131, FLEET STREET, E. C.

The Daily Press.

HONGKONG, NOVEMBER 15TH, 1907.

The journals of Dresden supply a text for
a discourse on kings and creeds, which will
have to be delivered someday. They publish
an open letter to King Frederick Augustus
of Saxony, signed by a great number of
persons who were formerly in favour of
the ex-Princess, now Mme. Toselli. The
following is an extract from that letter:—

If the Pope will not break the marriage which
courts have annulled, make a sacrifice for your
country and people, who are indissolubly bound
to you. Enter the Evangelical Church of your
country.

All obstacles will then disappear, and you will
be able to give a queen to your people. The
Princess Augustus of Saxony became a Catholic to
obtain a crown. Do you now make a sacrifice.
Abandon Rome and give your people a mother.

If that be insufficient, there is the British
Imperial Protestant Federation, and its
watchful eye on King Edward VII, who is
incidentally Defender of the Protestant
Faith. The secretary of this Federation
recently sent impertinent letters to the
Premier, enquiring or rather demanding the
truth about a visit to the Vatican of certain
Officers and men belonging to H.M.S.

"Prince of Wales," a battleship of the
Mediterranean Fleet. While the "Prince
of Wales" was lying off Civita Vecchia,
early in June last, 21 Officers and 87 Petty
Officers and men of that ship, when
visiting Rome, attended the audience of His
Holiness the Pope, who addressed them.

The address of His Holiness was a very
harmless one, discreetly phrased, and the

whole incident appeared to us too im-
portant to warrant the minor tone of
the enquiries. We therefore ignored this
effort of the Federation to get an advertise-
ment out of us. In its next essay, however,
although there seems actually to have been
less ground for it, it obtains more of our
sympathy. Writing to Lord Knollys, the
secretary said:

"My Lord.—On behalf of the Imperial
Protestant Federation, I beg respectfully to
bring before your notice a statement which has
appeared in the 'Midland Tribune' of August
24th, a copy of which I enclose herewith. It
is therein asserted that His Majesty the King
attended Mass at Marienbad on the previous
Sunday, and was present through the service
accompanied by his suite. It is further stated
that on this occasion the King was seen 'bowing
profoundly at the Elevation of the Sacred Host';
and that on the same evening 'His Majesty at-
tended Benediction and Vespers.' This service
of Benediction is held for the special purpose of
adoring the Host. I need hardly add that
statements of this kind, if not officially con-
firmed, are calculated to give His Majesty's
Protestant subjects considerable anxiety, and
therefore on behalf of the Imperial Protestant
Federation I have taken the liberty of bringing
them before your notice."

For nearly a month that important en-
quiry was ignored, and it was only after a
repetition of the application that Lord
Knollys, on Sept. 17th, replied as follows:

"Sir.—In reply to your letter of the 13th
instant, I beg to inform you that it is contrary
to my practice to notice enquiries connected
with the false statements which are sometimes
circulated about the King, and this accounts
for my not having answered your communica-
tion of the 31st August. I have no objection
now however to make an exception in the pre-
sent case, and I beg to acquaint you that the
report to which you allude is a pure invention."

His Lordship did well to have "no
objection" to lay such a ghost, to settle
such a slander. He should have recog-
nised its importance sooner. In subse-
quent correspondence he showed that he
was awake to the gravity of the libel, and
confirmed its repudiation by adding that on
the afternoon in question the King attended
his own church. It may seem a little hard
that His Majesty should not be allowed the
same freedom that his subjects have fought
for and are determined at all costs to
maintain, but it is a vital condition of his
Kingship. It is not that personally a Ro-
man Catholic King would be more objec-
tionable than one with any other or no creed;
but our freedom of conscience has not been
so very long won that we can afford to take
risks. Those who made the condition were
looking to the quarter whence they most
feared intolerance and oppression, as history
had taught them, and they used and we meet
intolerance with intolerance until we feel
safely out of the wood of superstition's
tyranny. We are still at heart afraid of all
those who call "schism" a sin, and we
certainly object to them getting any more
power than they have. When disestablish-
ment comes, as it inevitably will come, and
the people are safe from all state or official
interference with their own inner life, the
King may please himself like the rest of
us. But even then, the ideal King will be
attached to no sect at all. Meanwhile, severe
repressive measures ought to have been taken
against the libellous newspapers concerned.

The Lords of the Treasury have nominated
Sir W. E. Garstin, G.C.M.G., as a British
Government director of the Suez Canal Com-
pany, in the place of the late Sir John Ardagh.

We are requested to rectify a slight mistake
in the Oxford Local Results as published yes-
terday. The senior boy marked (J) M. de
Gracia Osorio A.A. should have been preceded
by (J) instead of (D).

Gunner J. B. Morrison and Gunner H.
Davidson have resigned from the H.K.V.C.
Gunner A. Ramsay is granted leave of absence
out of the Colony for 4 months with effect from
the 2nd November 1907.

A practice Rugby game between two sides—
one being composed of the Navy forwards and
the Hongkong Football Club backs (in white)
and the other being composed of the Hongkong
Football Club forwards and the Navy backs
(in colour)—will be played on the Club Football
ground this afternoon at 4.45 p.m. Referee
Lieut.-Tweddle, R.N.

Before Mr. C. D. Melbourne at the Police
Court yesterday application was made for the
extradition to the Philippines of Jose Manresa,
who was formerly assistant cashier at Manila in
the Electric Railroad and Light Co. The
defendant was charged with the embezzlement
of 58.0 pesos, and pleaded guilty. After
hearing the evidence of Detective A. Hohmann
and Mr. Percy Farrant, assistant auditor of the
Manila Electric Railroad and Light Co., his
Worship committed the defendant to jail
pending the decision of H. E. the Governor.

Detective Wilson's surprise visit to No. 5,
Victoria View, Kowloon, resulted in the arrest
of twelve Chinese, who were charged before
Mr. F. A. Hazelard at the Police Court
yesterday with gambling. Detective Wilson
informed his Worship that when he entered the
servants' quarters he found four men and eight
women gambling. The defendants knew to be
professional gamblers who had been the ruin
of a number of girls and women. His Worship
required each of the four men to pay a fine of
\$500, and each of the women \$5. Two females
did not put in an appearance, and their bail of
\$25 was estimated.

The billposter is responsible for a startling
announcement in Oxford-street. By accident
or design the Drury Lane play-bill has been
placed immediately above a placard issued by
the Working Men's College. The following is
the shocking result:—

SINS OF SOCIETY
EVENING CLASSES FOR BEGINNERS.
Whatever will Father Vaughan say now?

Chao Hin-Shau, contractor, of No. 30,
Graham Street, was charged with attempting to
obtain the sum of \$78.75 by fraud from Messrs.
Linstead and Davis on October 20th. A
contract was made between Messrs. Linstead and
Davis and the Hop Hing Cheung firm to do
certain limewashing, and accused presented a
bill for the amount stated at the office of the
former firm. Mr. J. H. Gardiner (of Messrs.
Brutton and Hett) appeared for the defence,
and the case was remanded.

The tableaux vivants, which were such a
pronounced success at the recent Bazaar in
connection with the Ministering Children's
League, are to be repeated at the City Hall on
Monday next. An advertisement in another
column gives the names of the ladies and
gentlemen who are taking part, and mentions
that the proceeds, if any, are to go in aid of the
North Eastern Hospital for Children, London, and
the restoration fund of Winchester Cathedral,
both of which are urgently needing assistance.

Another billiard champion is due at Hong-
kong on the 25th inst., on the s.s. *Yawata
Maru*. This is Mr. Malbourne Iman, of
Australia. He sends us a pamphlet which, he
writes, "will give you the latest achievements
of my skill." It looks like a page of Bradshaw,
with the names of the stations left out, but we
note that 504 is Mr. Iman's record break. We
hope Mr. Iman will affect a more becoming
modesty while here than some other champions
do.

A hitherto unsuspected feature in inflation
of wheat prices is the fact that Germany has
become a large buyer of English grown grain.
Since the harvest thousands of quarters of
wheat grown in the eastern counties have been
shipped to Germany, and as the demand will
probably continue it is likely to have a serious
effect on the English markets. Cargoes have
already been shipped from east coast ports,
which only a year or two ago instead of ex-
porting to Germany imported some of that
country's surplus grain.

The first anniversary of the partition of
Bengal was on October 17th, being observed as
a day of universal mourning by all Bengalis, by
fasting and going about barefooted. All the
shops closed. In the afternoon a demonstration
in which thirty thousand people participated
took place. No extra police had been summoned,
as the leaders of the movement had given a
solemn assurance to the authorities that there
should be no violence. A resolution renewing
the vow to boycott British goods was carried
amid a scene of wild enthusiasm and loud cries
of "Bande mataram!" (Hail, a motherland!)

A new church periodical, *The Anglican*, a
record for the Anglican community resident in
the Far East, is to appear twice a year, in
March, June, and November. The charge is one
dollar a year, and intending subscribers at
Hongkong are instructed to send their names to
Messrs. Brewer & Co. Ltd. in Pedder Street.
The Rev. F. T. Johnson, Cathedral chaplain,
contributes a paper on Church organisation in
China. A personal paragraph states that the
doctors fear that Bishop Moule will not regain
the full use of his right hand, injured by a falling
window. The new Bishop of Victoria is
bringing with him the Rev. T. Sherwood Jones
from Liverpool as temporary Domestic
Chaplain. Bishop Scott of Peking writes about
Sabbath observance, especially Sunday golf, in
China. A review speaks of "the heinousness
of the sin of schism." "A.J.S." contributes an
account of the new church at Kowloon.

LOCAL SPORT.

INTERPORT CRICKET.

The Shanghai eleven arrived yesterday by
the s.s. "Aresdia" and were met by Messrs.
F. Matfield, President of the Hongkong
Cricket Club, A. R. Lowe, Secretary and R.
Hancock, captain of the local team. Un-
fortunately their arrival was too late to enable
them to be taken to the chrysanthemum show,
but as soon as they were settled in quarters they
lost no time in getting down to the cricket
ground to have a practice. A public stand
is being erected at the east corner of the cricket
ground, where tiffin and refreshments will be
served.

CRICKET.

Owing to two men of the Police team playing
for Hongkong on Saturday, the League match
Civil Service v. Police has been postponed.
The League match between Craigiegorrie
and Kowloon fixed for Saturday has been postponed.

POLITICS IN PORTUGAL.
The *Diario Illustrado*, discussing the munici-
pal elections, expresses the opinion that every-
one in the country is aware that the present
political situation calls for measures which,
although transitory, are the logical outcome of
the situation brought about by the Opposition
parties. The latter, it says, endeavour to intrigue
against the King, as if in this matter divergences
of view were possible between the Sovereign
and the Government.

Senator Vilhena, who has just been elected
president of the Party of Regeneration, is
arranging with the leading members of the
party the steps to be taken in carrying out the
traditional policy of the party. He is endeavour-
ing to rally to his side several politicians who
have been for some time in retirement,
particularly Senator Arroyo.

The dissident Progressists have accepted the
majority of the resolutions adopted by the
Progressists at their meeting at Avelas, and
have appointed a commission to draw up a
practical programme.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

ILLNESS OF THE PREMIER.

LONDON, November 14th.

Sir Henry Campbell-Bannerman
is ill.

A ROYAL RECEPTION.

LONDON, November 14th.

An enthusiastic welcome is being
accorded the Kaiser.

THE SWATOW SEDITION CASE.

SINGAPORE, November 14th.

The petition in favour of Lu Kai-
shing (that his extradition to China
be withheld and that he be released)
is being presented to the Governor
to-day. It is signed by sixty pro-
minent merchants.JAPANESE ARMY
MANOEUVRES.

Tokyo, November 14th.

The Emperor has left Tokyo to
witness the annual manoeuvres, which
are to be carried out on an unprece-
dented scale. Four divisions, two
brigades of cavalry, two of artillery, a
balloon, a telegraph, a bicycle and
other corps will be engaged.

[REUTERS' SERVICE.]

THE FINANCIAL SITUATION IN
AMERICA.

LONDON, November 12th.

New York is crowded with Bank officers
from all parts of America, seeking to obtain
cash, thus causing an advance of the cur-
rency premium. The scarcity of money is
keenly felt in the southern and western
states.

THE M. C. C. IN AUSTRALIA.

LONDON, November 12th.

In the first innings against South Aus-
tralia the Marylebone Cricket Club, scored
660 for 8 wickets, when the innings was
declared closed. Braund made 160, Har-
staff 135, and Crawford 114, the last by
terrific hitting in 58 minutes, including 3
sixes, and 18 fours.

THE KAISER'S VISIT TO ENGLAND.

LONDON, November 12th.

The Kaiser will probably go to Bourne-
mouth instead of to the Isle of Wight at
the conclusion of his State visit.

PHILIPPINES CONTROVERSY.

VIEWS OF LEGISLATORS.

The agitation against the retention of the
Philippines is being steadily fostered by the
opponent of the present regime. The
"Herald" has been making another inquiry
among Western governors, members of Con-
gress and leading business men as to the
best policy to pursue in respect to what is
generally admitted to be, up to the present
at all events, a white elephant. The inquiry
does not, however, justify the "Herald's"
attitude.

The two most important men consulted, the
Governors of Kansas and Illinois, declare that
the United States cannot afford to part with
the islands, while the Governors of North
Dakota and Oregon think the Philippines are
capable of self-government, but do not see how
the United States can dispose of the islands,
either to the natives or to another Power. On
the other hand, a number of well-known
business men are quoted as stating that the
Philippines are a heavy drain on the naval and
military resources of the nation.

The greatest conflict of opinion on this vexed
problem appears to range round the question of
whether the Philippines are sufficiently advanced
in civilisation to be able to govern themselves.
While some people are loud in their praises of
the progress made by the natives since their
liberation from Spanish rule, others, with at
least equal claims to knowledge of the subject,
declare that they still remain virtual savages.

In the coming session of Congress the ques-
tion will be raised at an early date, and it is to
be expected that there will be some heated dis-
cussions. Among Senators and Congressmen
opinion as to the future of the Philippines is
divided, according to the calculation of a high
authority with whom I have discussed the
question, in about the following proportion—
three-fifths in favour of the permanent retention
of the islands, one-fifth in favour of the im-
mediate restoration to the Philippines, and one-fifth
in favour of their sale, or cession, to another
Power.

Mrs. Parry Truscott's novels are rapidly
getting for her a large circle of readers and her
new book, "Catharine," which Mr. Werner
Laurie is publishing, is the strongest piece of
work she has done. Mr. Laurie's reader in
reporting on the manuscript said:—"This is a
most fascinating tale, charmingly and picture-
quely written, the descriptions are delightful.
Every detail of Catharine's surroundings has
been thought out in exquisite simplicity of the
choicest and most suggestive kind. A wise
restraint has been exercised throughout the
narrative. The book would be a credit to any
publisher's list, and from the literary point of
view, it is the best story we have read for many
a long day."

SUPREME COURT.

Thursday, November 14th.

IN BANKRUPTCY.

BEFORE MR. A. G. WISS (ACTING
CHIEF JUSTICE).

COMPRADEORE GUARANTOR'S FAILURE.

Mr. R. A. Harding presented a debtor's
petition in the case of Leung Tang, alias Leung
King-Ku, who was guarantor for Chan Sui-
tong the compradore to the Russo-Chinese
bank who has absconded.

Leung Tang was examined by Mr. Harding.
He said he had a share in the Kwon Tung Fuk
Cheong Kee, which was worth \$1120, and a
representative of that firm was in Court and
was willing to pay in that amount to the Official
Receiver.

His Lordship—It will about pay costs and
that is all.

Debtor continuing said he had due to him
debts amounting to \$3740, which he estimated
would realise perhaps \$3000 or thereabouts. His
liabilities were:—Private debts, \$3170, and a
claim for \$58, 65.7.—

His Lordship—No, \$100,000. I issued a
writ yesterday.

Mr. Harding—That is only an alternative,
claim in the event of the action for \$58,265
failing.

His Lordship—What is the amount of his
bond with the Russo-Chinese Bank?

Debtor—\$150,000.

His Lordship—You entered into a bond for
\$150,000 when you were worth on your own
showing \$4000?—Yes.

Mr. Harding—Will Your Lordship allow
me to put a few questions to the debtor on this
point?

His Lordship assented, and Mr. Harding
continued—Now with regard to this \$150,000,
the whole of that amount was to be deposited
with the bank in cash?

Debtor—Yes.

Mr. Harding—\$150,000 down and the balance
within a month?—Yes.

Now who was to find the \$150,000?—Chan
Sui-Tong.

He found the \$50,000?—Yes; in April, I
think.

And since that time he has been at the bank
and has been allowed to remain without the
additional security being lodged?

His Lordship—What has that to do with this
case. He stood security for \$150,000 and is only
worth \$4000.

Mr. Harding—The arrangement was that the
other man should find the money. (To debtor.)
Has Chan Sui-tong any property in Hongkong?

—I do not know where his property is.
Has he any in Hongkong?—No.

Do you know if the bank has commenced an
action to recover against Chan Sui-tong's
property?—I do not know.

His Lordship—You have absolutely entered
into a bond for \$150,000 and you are not worth
more than \$4000?—Yes, \$4000 at the most.

His Lordship—I think the best thing is to
make the order: otherwise I should send him to
gaol.

Mr. Harding—I understand Chan Sui-tong
has property in Hongkong.

His Lordship—That has nothing to do with
this man.

Mr. Harding—But the bank has taken steps
to realise on Chan Sui-tong's property. The
claim is only \$50,000, because the loss was only
a little over \$10,000 and they admit holding
\$50,000.

His Lordship—This is the man who is liable.
Who are the solicitors in the action?

Mr. Kemp—The petition is simply to avoid
execution.

Mr. Harding—Messrs. Johnston, Stokes and
Master are in the other action.

His Lordship—I think they should have
notice of this petition. I will adjourn it until
next Thursday and you must give notice to the
plaintiff's solicitors. I am not going to protect
him in any shape or form and that \$1,120 must
be paid into Court before next Thursday.

DISCHARGE GRANTED.

The Kwong Lun Cheong Firm applied for
their discharge in bankruptcy and His Lord-
ship granted the application, suspending the
discharge for three months.

DISCLAIMING A LEASE.

Last week there was considerable argument
in the Bankruptcy Court on an application to
disclaim a lease of the Baltimore Hotel, made
between An K-po (bankrupt) and Messrs.
David Sassoon & Co. Mr. H. W. Looker
(of Messrs. Deacon, Looker and Deacon)
appeared to oppose the application, and His
Lordship reserved his decision. He said—"I
have considered the matter, and have come to
the conclusion to give leave to disclaim. In-
account parties suffer but I don't see why the
creditors should suffer any more than your
clients, so I give leave to disclaim."

Mr. Looker—Without any terms?

His Lordship—Yes.

TO RESCUE A RECEIVING ORDER.
Mr. E. J. Grist (of Messrs. Wilkinson and
Grist) applied that the receiving order granted
in the case of the Cheong Wing bank be
rescinded. An affidavit in support of the
application showed that a meeting of creditors
had been held at which it was agreed to accept
a scheme. Since then he had learned that two
creditors for whom Mr. B. F. C. Master appeared
were not present and they objected to the
application.

Mr. Master—One of my clients filed for
over \$10,000, but I do not think we had notice
of the meeting.

Mr. Grist—I can prove you had notice,
though of course that does not matter if you
object.

Mr. Master—We cannot consent without
instructions, and must have time to write to our
client in Singapore. The debtor is only offering
30 per cent, but I think the petition itself shows
that the assets are almost as large as the liabilities
and the statement of claim shows that 80
per cent. can be paid.

The application was adjourned for one month.

CHRYSANTHEMUM SHOW.

BAD SEASON FOR BLOOMS.

Notwithstanding the fact that the weather
this year has been unfavourable to the thriving
of chrysanthemums, still there was a fairly
excellent display of this flower at the show held
in the public gardens yesterday. There was
also a good attendance to inspect the many
exhibits. The site selected for the laying out
of these was a pretty one. A matted ring with
ends tapering off was erected round the
fountain, and it was beneath this matted that
the exhibits were tastefully arranged. It was
unfortunate that the unfavourable season should
have prevented some of the most keen of local
horticulturalists from exhibiting, otherwise
the show would have been a much larger one.

It is the first of the kind that has been held
in the Colony for about twenty years, and
considering this fact it must be admitted that
it was a very successful one. The competitors
were not numerous, but there were others
who displayed the results of their labour,
not for competition, but merely to show
what time and patience can bring to pass.

Sir Paul Chater exhibited a splendid
collection of Japanese and incurred chrys-
anthemum, while the Hon. Mr. Keswick's
display of Colosias and African marigolds
looked very pretty. Mrs. Ho Tung was also a
large exhibitor, and the perfection of her
Colosias and Japanese and incurred chrys-
anthemums was generally commented upon.

Mr. Dorabjee's purple, white and yellow
chrysanthemums looked certain prize-winners,
but the lot was not for competition. Perhaps
the best floral exhibit in the show was that of
Mr. W. H. Wallace of Amoy, who had a
display of vari-coloured cosmos dahlias. Mrs.
May, Mrs. Hodgins and Mr. Choa Leep-choe
also had excellent exhibits. Music in the
gardens is always appreciated, and the thanks
of the many who attended the show yesterday
are due to the Middlesex band for the excellent
music they provided during the afternoon.

As judges Messrs. J. Barton and J. W.
Tutcher gave every satisfaction, and Mr. L.
Gibbs was a capable and obliging secretary.

The following is the prize list:—Class 1.—
Best group of chrysanthemums in pots, any
variety, space not exceeding 10 feet by 10 feet.
Mrs. Ho Tung, 1; Sir Paul Chater, 2.

Class 2.—Best group of Japanese chrys-
anthemums in pots, space not exceeding 10 feet by
10 feet.—Sir Paul Chater and Mrs. Ho Tung
equal.

Class 3.—Best group of incurred chrys-
anthemums in pots, space not exceeding 10 feet
by 10 feet.—Sir Paul Chater.

Class 4.—Best 3 specimen plants in pots.
Japanese.—Mrs. Ho Tung.

Class 5.—Best 3 specimen plants in pots,
incurred.—Sir Paul Chater.

Class 6.—Best specimen plant of chrys-
anthemum, any variety.—Sir Paul Chater.

Out Flowers.—Class 8.—Best 24 blooms,
Japanese.—Mrs. Ho Tung.

Class 9.—Best 24 blooms, incurred.—Sir
Paul Chater.

Class 10.—Best 12 blooms, Japanese.—Mr.
Dorabjee.

Class 11.—Best 12 blooms, incurred.—Sir
Paul Chater.

Class

IMPERIAL COLONIAL CLUB.

The first meeting of the Imperial Colonial Club was held at the Hyde Park Hotel, on October 24th. The meeting was to be addressed by several speakers on the subject of Imperialism. This was the first occasion on which the organising committee met the vice-presidents of the Club in a body. Several overseas clubs without a pied-à-terre in London were expected to affiliate with the new formation. The lowest subscription to the Imperial Colonial Club is five guineas a year, but members joining at once had the opportunity of entrance either as life founders at 10 guineas for the life of the Club, or as original members without entrance fee. It was intended that when these lists are completed, both the membership and entrance fee would be raised and the present subscription thereupon stands as a country or over-seas subscription. Cheques for membership could be handed up to the president during the meeting and suggestions for the conduct of the Club were to be heartily received by the organising committee from those who have lived in the Colonies or have interest in the British Dominions overseas. The Organising Secretary, at 72 Victoria Street S.W., is still inviting subscriptions and suggestions.

Among prominent first members are—
The Rt. Hon. the Earl of Kintore, G.C.M.G., Lord Langford, Lord Rosmead, The Earl of Ronaldshay, Sir William Ingram, Bart., Sir Gilbert Parker, M.P., Sir Charles Tupper, K.C.M.G., Sir Clifton Robinson, Sir Frederick Sandars, K.C.M.G., Lt. Col. Medwood, Sir Arthur Hedworth, Capt. the Hon. Southwell Fitzgerald, the Hon. Alfred Baring, Col. Wm. Balfour, Mr. Harold Begbie, Lt. Col. For. Col. H. Charlesworth, K.C.M.G., Col. Gordon, Mosey, C.B., Col. Du Cane, The Hon. Victor Nelson Hood, Sir Charles Morrison Bell, Bart., Mr. Frank W. Dutton, (Australia), Mr. Lionel Lovell, Captain Wiley, Mr. W. H. Parker, Mr. A. L. Bryden, Dr. Chas. O'Gorman, Mr. Harold Godwin, Her Grace the Duchess of Rutland, Her Excellency the Countess of Minto, The Marchioness of Linlithgow, T. Marchioness of Hertford, The Marchioness of Donaghy, The Countess of Kingston, The Countess of Darnley, The Viscountess of Castleragh, Lady Rosmead, Lady Willoughby de Broke, Lady Blythwood, Lady Walsley, Lady Knightly of Fawley, Lady Langford, Lady Abinger, Lady de Blaquiere, The Hon. Mrs. Algernon Hanbury-Tracy, The Hon. Mrs. Alfred Lytton, The Hon. Mrs. Yorks Bevan, The Hon. Mrs. Julian Byng, Lady Mansfield Clarke, Mrs. Twining, Mrs. Lionel Lovell, Miss Janotha, Mrs. Lincoln Tangye, Mrs. Dobell, (Canada), Mrs. Wiley, Mrs. Beckett, Mrs. Wm. Graham, (Australia), Mrs. Pearson, Mrs. Barton, Mrs. Dunn, (Canada), Mrs. Hamilton Douglas Hamilton, Mrs. Hwa Williams and Miss Sanders, etc. etc.

HONGKONG VOLUNTEER CORPS.

LEFT HALF NO. 2 COMPANY.

The first shoot of the series of six Rifle Competitions will take place on Tsi Hang Rings on Sunday. Firing will commence at 9 a.m. on Sundays and the 200 yards range will be closed at 10.30 a.m. The competition will be continued on the third Sunday in each of the following months:—December, January, February, March and April, unless notice to the contrary be issued. Members may shoot on the Saturday afternoon immediately preceding the day of the competition if they so desire, but notice of their intention must reach the Hon. Sec. before 10 a.m. on the previous Friday. Address:—Electric Light Works, Wanchai. Range:—200, 500 and 600 yards. Seven shots and one sighter at each range; a "blow off" at the 200 yards range, if desired. Prizes will be given to the competitors who score the highest and next highest aggregate for any four out of the six shoots. Prizes will also be given to the competitors who send in the highest and next highest cards, handicap points included, for the three distances during the season; only a score made on a regular competition day will be allowed to be entered for this prize and all distances must be shot on the one day. The winners of the aggregate prizes are barred for these prizes. The Committee reserve the right to revise the handicaps after each shoot. Spoon competition, entry (optional) 30 cents, will be held simultaneously with the above. Members must provide their own ammunition. No ammunition is procurable on the range. The Company Officers, N.C.O.s, and A. Rodger, Esq. have kindly undertaken to provide the above mentioned prizes and the Committee trust that the members will respond by a full attendance at the range during the competitions. The range is open for practice at all times. Members who desire instruction in the use of their weapon would do well to attend the range in company with some of the more experienced members.

The Committee have handpicked the members of the Half Company, as follows:—
Gua. W. Anderson 5 Gua. W. McKay 10
Gua. C. E. Arnold 15 Sgt. A. McKirdy 15
Gua. W. F. Bassford 12 Gua. J. L. McPherson 21
Gua. S. Boulton 21 Gua. S. J. Mitchell 21
Gua. B. Bridges 12 Gua. R. K. Miller 12
Gua. J. A. Bullen 21 Gua. J. G. Muir 21
Gua. H. C. Carmichael 21 Gua. D. J. O'Halloran 21
Corp. J. Crosby 5 Gua. J. Poche 21
Gua. B. Croucher 15 Sgt. Maj. J. Rodger 6
Gua. R. Dinning 15 Gua. G. H. Saunders 6
Gua. B. Duncanson 21 Corp. W. M. Scott 21
Gua. B. E. Frith 12 Gua. E. E. Sorren 12
Corp. T. Grimshaw 12 Capt. T. Skinner 21
Gua. W. Haast 21 Gua. V. Sorby 21
Gua. J. Johnston 12 Gua. H. Tilman 21
Corp. J. D. Kinnaird 12 Gua. C. W. Ward 21
Sgt. J. Lochow 15 Gua. J. J. Watson 21
Sgt. J. McCordale 6 Corp. W. C. Widdell 10
Gua. W. Mackintosh 12 Lieut. E. D. C. Wolf 6
Gua. J. McIntyre 12 Capt. G. G. Wood 21
Gua. W. McIntyre 21 Gua. D. Young 21
Sgt. M. McIver 15

The foregoing handicaps are subject to revision at any time by the Committee.

PARIS.

(FROM OUR CORRESPONDENT.)

October 14th.

FLOODS.

The storms in the south of France are raging with even more fury than those of a few weeks ago. Rain has been falling in torrents for forty-eight hours past, brooks have become rivers, streets have become brooks, and rivers have become storm swept lakes or raging torrents.

A number of houses have been carried away bodily at Palalda, near Perpignan, and in others people have been swept out of their beds and out of their houses by the rise of the water. In one house eleven people in rooms on the first floor were washed, in their night attire, right out of the house and into the river.

Factories, gardens, and vineyards have been ruined, and the plain of Salomque is a vast lake.

The sliding mountain near Aubenas moved at an increased pace to-day, carrying aqueducts, bridges, tramway lines and trees with it down into the valley. It is a most impressive sight as it moves slowly on its resistless path, with every now and then a thunderous avalanche of rocks and stones.

Fully one hundred villages are in ruins, and the distress is incredible.

LES APACHES.

One cannot wonder at timid people in this capital packing up and removing to the provinces or suburbs, for Paris has really become uninhabitable, owing to the *Apaches* or hoodlums, who, everyone now admits, are the veritable masters of the city. It is no longer safe to reside in the metropolis, for one never knows from one moment to another, when you are going to be stabbed, shot, or strangled. So audacious have the ruffians become that they no longer wait until it is dark to assault peaceful citizens; atrocious crimes continue to be perpetrated in broad daylight, as well as at night regardless of police surveillance. Parisians, the majority of whom have become positively frightened, the pickiest even, hesitate to go far alone. Arms, though prohibited, are now carried by almost every one for self-defence, since the police are absolutely incapable of protecting citizens. Lonely streets are avoided with the result that small struggling shopkeepers are practically ruined. Trade is completely paralysed through the *Apaches*, whose exploits almost absorb all attention. Belief is gaining ground that were the papers to devote less space to the doings of the terrorists, matters would not be so alarming; the hoodlums positively delight in reading of their exploits, of the atrocious crimes they commit, and which are reproduced *in extenso* and frequently illustrated in the daily Press. This is certainly not the way to put down the nuisance; such "advertising" only tends to encourage the defiant *apaches*. The Paris papers are at the present moment full of the exploits of this modern plague, the *apaches*, while many various are the suggestions made for their suppression. One energetic, tired of waiting for the authorities to move in the matter, says:—As we are reduced to defending ourselves against the *Apaches*, who are the veritable masters of Paris, here is my proposal: that fifty brave men join me, and armed with revolvers, we will track the bandits to their dens in the quarters which they terrorise. I guarantee that in eight days there would remain of the *Apaches* nothing but a memory. This certainly sounds very simple and very practical, but is not to be thought of. A similar idea was carried out in Paris fifteen years ago, when several students and others banded together for the purpose of ridding the Quartier Latin of *Apaches*. Several fierce encounters took place, many were killed and wounded; finally the police had to interfere, and put an end to the slaughter. Who entered most at their (the police) hands? The infamous band of hoodlums whom everyone wished to suppress? Not at all. It was the students and the honest citizens who had most reason to regret the intervention of the representatives of authority. M. Neger, a respectable tradesman, was one of the killed; at the Café d'Harcourt, some fifty students were severely injured, the then Prefect of Police, M. Lozé was obliged to resign, while the sum of the population resumed possession of the streets, after having almost caused a Ministerial crisis. As will be seen, this is not encouraging for those who would right things by carrying out reforms with their own hands, though there would be no harm in trying, especially now when things have become so extremely critical. Parks, squares, and public gardens are filled with these good-for-nothings, whose only object in being there is to victimise respectable citizens of both sexes. The Zoo Gardens of which there are two in Paris, have been deserted for the same reason. The Bois de Boulogne swarms with them. Inoffensive girls are made the object of targets; stones are slung at them. As soon as they fall to the ground, they are pounced upon; their cries stifled, and robbed of all they possess; other atrocities are also committed. What is best to be done? That's the question.

LES APACHES.

A Paris journal recently asked various *comédienues*, dancers and singers to state in writing what they thought of the *ses*. Some of the contributions received by the editor were profound, some subtle, some *spirituelle*, and some severe. Here are one or two specimens. "When I wish to see my image," wrote Mlle. Suzanne Dantes, "I go to the mirror; when I wish to see the image of my soul, I look into the sea. At the sight of these waves, sometimes caressing, sometimes furious, I am not astonished that men, nay, but reckless, do not fear the eddies of my soul, fascinating and perditional." After this cryptic declaration in the reply of Mlle. Grammatia appears tame by comparison. She contents herself with these words:—"I love the sea; that is all I can say." Mlle. Salomes Crusconiska, operatic singer, when confronted by the *ses*, "feels herself overcome with the melancholy of the infantile. The *ses*, it

is life, it is death. It attracts, it frightens." The reply of Madame Pinkel is practical, positive, and charged with rancour:—"The sea to me recalls sea-sickness." In the eyes of Mademoiselle Fiorentini, a *danseuse*, "the sea, like the ballerina, is irresistible, capricious and ungovernable." Mlle. Lina Cavalieri, the charming interpreter of *Thaïs*, does not give her opinion of the sea; she only wonders what would happen, if the sea suddenly disappeared. "It would," she thinks, "cause an immense amount of talk, and artists, poets, and lovers would regret its disappearance."

THREATENED LOCK-OUT.

Paris is once more on the brink of an important labour struggle, in which the principle of recognizing a trade-union is involved. The manufacturing jewellers of the city held a meeting yesterday to the number of 110, and unanimously resolved not only to refuse to recognize the union, but to withdraw a previous concession of 94 hours the working day and to enforce ten hours. A lock-out is expected to take place any minute.

PITY THE SCHOOLBOY.

All the schools and colleges in France have now recommenced work after the summer vacations, and one of the first things that meets the eyes of the pupils on entering the classroom is the list of prohibited games and recreations. Masters and professors are, by the law, held responsible in France for accidents happening to those under their charge in the play ground, and the result is that in one of the colleges in Paris the boys are prohibited from playing with balls, and tops, from indulging in that game beloved of all healthy youngsters, leapfrog, from having slides and riding in sledges. But perhaps the most cruel deprivation of all at the present moment is the prohibition of the game of the hour, *dadoles*—over which everyone, both young and old has positively gone crazy. What are the poor boys to play at? If the lads are prevented from enjoying healthy and innocent pastimes—mischief, is the only resource left them. "For Satan finds some mischief still for idle hands to do."

SÉRUM.

Proof has just been given in two different directions as to the progress which is being made in the treatment of disease by serum, to the Académie de Médecine. One of these directions is dysentery, as to which M.M. Coyne and Anéle declare that there are two bacilli instead of one, and that serum treatment must be based upon this fact. M. Picot Bey reported that by serum treatment he had reduced typhoid mortality in Egypt, notwithstanding frequent outbreaks of disease, to below 4 per cent.

THE NEXT SALON.

The coming "Autumn Salon" will undoubtedly be one of the most interesting art displays seen in Paris for many years. Most elaborate preparations are being made at the Grand Palais for the notable event. The exhibition will have a particular attraction for English visitors, in as much as a special room is being set apart for examples of the art of Sir Francis Seymour Haden. The expressed wishes of King Edward are not unconnected with the promise of the great English etcher to show a collection of his remarkable works at this year's Paris "Autumn Salon."

FIELD HOSPITALS.

General Pléguen is trying an interesting experiment in the field hospitals of the French Army. Ever since the inauguration of these institutions, soldiers told off for the duty had noted as infirmaries nurses, attendants, &c. The surgical staff, having given it to be understood that a special corps of trained women is advisable, the War Minister has drawn up a plan for organising such a body, and an experimental beginning will shortly be made.

THE LAST OF THE THALER.

With the first of October the silver coin known as the thaler disappeared from Germany. With it went another link with the Middle Ages, since for over four hundred years it was the standard coin of Germany. In the Middle Ages the standard coin was the gold florin of Italy, but the rarity of gold in Germany, and the discovery of silver mines in the north of the Tyrol decided Sigismund, Grand Duke of the Tyrol and Alsace, to strike a silver piece of the same value as the gold florin. This was in 1384 and the new coin was soon adopted by the Duke of Lorraine, the Swiss cities, and most of the German Sovereigns. The silver thaler did not get the name of thaler until the sixteenth century, when, according to "Le Journal des Débats," the principal mint of Count Schlick, the proprietor of the important silver mines in the mountains of Saxony and Bohemia, was situated in the town of Joachimsthal, in Northern Bohemia. The coins struck there were popularly called "Joachimsthalers," which, in course of time, was abbreviated to "thaler." A collection of thalers is an epitome of German history, a gallery of the portraits of the princes. Some of them were beautifully engraved and masterpieces of the art. The thaler survived the monetary reform of 1873, as the piece of three marks, but now it has been replaced by the five mark piece, and is to be called in during the next few months.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 14th at 11.55 a.m.—The barometer has risen slightly over N.E. Japan, and fallen moderately elsewhere, except in the extreme South.
A low pressure area appears to be moving Northwards to the N.E. of the Bonins, and a second centre may exist to the E. of Luzon, while a third depression is probably forming over Central China. Pressure is highest over N.E. Japan.
Fresh or moderate N.E. winds may be expected in the Formosa Channel, and the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.67 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
N. or variable winds, light or moderate; showery.
N.E. winds, moderate.
South coast of China between Hongkong and Lamocka. Same as No. 1.
South coast of China between Hongkong and Hainan. N. winds, moderate.

MISS GLADYS EMANUEL'S WEDDING.

PARTY CEREMONY IN LONDON.

The marriage of Mr. John Grossmann, of Calcutta, to Miss Gladys Emanuel, only child of Mr. and Mrs. P. H. Emanuel formerly of Hongkong, Avonmore Mansions, Kensington, W., and niece of Alderman A. Leon Emanuel, J.P. of Southwark took place last month at the Central Synagogue, London, W. The ceremony was performed by the Rev. M. Adler, M.A., and the Rev. I. Spero, and Mr. F. L. Lewis officiated as best man. Amongst those present were the bride's parents Mrs. Lewis (aunt), Mr. and Mrs. S. L. Simpson (uncle and aunt), Mr. M. H. Emanuel of Johannesburg (uncle), Mr. and Mrs. H. Simpson (late of Southsea), Mr. and Mrs. H. Hart (Southsea), Mr. Albert Howard and Mr. and Mrs. J. R. Michael (of Hongkong), Mr. and Mrs. Ballice, Mr. & Mrs. Gubbay, Mr. & Mrs. H. Michael, and Mr. T. D. G. Parker, late of Hongkong.

There were five bridesmaids, charmingly dressed in white and each wearing wreaths of forget-me-nots who, as the bride and bridegroom left the Synagogue, strewed the path to the carriage with silver shoes.

During the afternoon Mrs. and Mrs. P. H. Emanuel held a reception at the Alexandra Rooms, Grosvenor, Shaftesbury-avenue, to which over 200 guests were received. Alderman A. Leon and Mrs. Emanuel were only prevented from being present through illness.

The bride's wedding dress was an Empire gown of white crepe-de-chine, entire yoke of lace, with bands of finely tucked chiffon embroidered with silver, full Court train of white tulle, lined with drawn chiffon, turned back at one corner with true lover's knot of silver, and horse shoe of orange blossom. She carried a sheaf of white haresfoot lilies tied up with long loops of white satin ribbon, and the only jewellery worn was a handsome diamond bracelet the gift of the father and a pair of diamond combs and a pearl bracelet the gift of the mother.

The going-away gown was a white cloth Princess, corsage and sleeves of embroidered Mauresque lace, cloth cut away over lace into diamond shape tabs back and front, caught together with white satin ribbon over shoulder, relieved with pale blue velvet piping, some design carried out at foot of skirt. The hat was a large white chip, with long pale blue feathers, trimmed with pink roses.

The bride wore a white painted pink roses chiffon gown, with bands of black, ribbon velvet at foot of skirt; the kimono bodice of painted chiffon opening over sleeves, caught together with straps of black velvet and white appliques, the yoke and sleeves of finely tucked chiffon inserted with guipure.

There were over 250 handsome, useful and costly presents, amongst them being a Silver Inkstand, table watch and memo tablet from M. Albert Howard; a handsome clockcase from Mrs. and Mr. S. L. Simpson; a valuable book from Mr. D. Warren Smith; and a pair of vases from Mr. T. D. G. Parker; and a casket of silver, pair of silver cut glasses, sauce boat and toast rack from Mr. and Mrs. James Grossmann of Calcutta.

The happy couple left with all good wishes for Paris, Milan, Venice and Trieste whence the steamer was taken on the 18th ult. for Bombay.

SHIPPING AND SOCIALISM.

INTERNATIONAL ACTION.

After a short sitting, held under the presidency of Mr. Edward Pembroke, the Conference of European Maritime Employers' Federations, which has been meeting in London, brought its deliberations to an end. Their result is briefly summarised in an official memorandum issued by the conference. Its substance is as follows:

Reports upon the maritime labour question in each country taking part in the conference were presented and considered. The effect of these reports, and an exhaustive discussion founded upon them, was to establish clearly the necessity for combined action to meet a common peril which is shown to be threatening the shipping trade in every country. It was accordingly decided to form an International Committee to formulate a practical plan for conducting operations for mutual defence and co-operation between different countries in future cases of emergency. The committee will meet shortly. The proceedings throughout were marked by cordial unanimity.

From this official statement it will be gathered that the conference, which was of a character quite unprecedented in the annals of shipping, affirmed, as it was expected to do, the principle of international co-operation among shipowners in order to deal effectively with labour disputes. The various suggestions put forward as the best methods of procedure will be duly weighed by the representative International Committee which has been constituted, and in due course the maritime organisations represented at the conference will be invited to confirm the plan of action which will be put forward.

At the Gaiety Restaurant, the foreign visitors were entertained to dinner by the Shipping Federation. The speeches showed a cordial appreciation on the part of the guests of the well-timed action of the Shipping Federation in convening the conference, and the conviction that by international co-operation a dangerous situation may be successfully grappled with.

GERMANY BUYS AN AIRSHIP.

AND ORDERS ANOTHER TO CARRY 18 PERSONS.

A telegram to the "Matin" from Berlin says:—
"The German Government has purchased Count Zeppelin's airship with its shed for £80,000."
The landing stages will be at Strasburg and Kiel.

The Government has also ordered from Count Zeppelin a new airship of 205-horsepower, which shall be able to carry eighteen persons.

At last success and recognition has come to Count Zeppelin, a man nearly seventy years of age, who has given forty years of his life and all his private fortune to building a steerable airship.

His 1906 airship, built with funds supplied him by his friends, was to decide whether he should give up his task and acknowledge that his life had been wasted.

On a second ascent the steering gear of this venture broke down through overhauling. His initial success, however, brought him money and encouragement, the Imperial Government granting him £25,000.

Towards the end of last month the count made successful ascents from the Lake of Constance, where are his work-sheds, the authorities following the trials with an interest stimulated by the success of the Patrie and the Nulli Secundum.

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PUREST, LIGHTEST AND THOROUGHLY MATURED IN WOOD

From the two perfect elements of maturity and purity, comes the superb quality and rich flavour of

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12, QUEEN'S ROAD CENTRAL.

FUTURE OF SILVER.

CHINA NOT LIKELY TO IMPORT LARGELY.

There was seldom a juncture when the immediate or distant future of silver was more absolutely uncertain than now. Concerning the position of silver as it is, a well-known City authority expressed himself as follows to *The Financier*.

"It was, of course, supposed that China would have been a much larger buyer of silver during the last few months than she has turned out to be."

"But China has been buying extensively?"
"Yes; but she has also been exporting silver to India, partly as a consequence of the demands of the Indian Government, so that really China has not been taking silver off the world's market to any considerable extent, and the quantity of the metal shipped from this country to China has been comparatively small. It is extremely difficult to ascertain really what the inside position is in the Far East, but, so far as one can judge, it seems improbable that China will be a large importer of the metal for some time to come, unless the price falls to a phenomenal extent, and that I think unlikely, though it would not be astonishing."

"And what about the purchases of the Indian Government?"

"The needs of the Indian Government form, perhaps, the most important factor in the situation. They have left off buying for the moment, and whether there will be any resumption of purchasing, and if so, when, is a moot point. The condition of India is, of course, far from satisfactory. Much will depend upon further rains, and the consequent prosperity of the population up country. No doubt the Government will have to get more silver, but it may be some time first."

"Is not the increased output from the Mexican mines one of the causes for the low price of silver?"

"I greatly doubt it. I suppose there has been a considerable increase, but I don't think any more silver has found its way to this side as a consequence. Whether the United States has absorbed more of it I can't say, but looking at the condition of affairs there, it seems scarcely probable. Then, again, the requirements of Mexico itself are I understand, increasing rapidly. Incidentally, I may mention that there is a somewhat unusual accumulation of silver in London, and this is having its effect on the market. The financial conditions here are scarcely favourable to any material rise in the price of silver, and personally I think it unlikely that there will be any immediate recovery, unless the Indian Government again come in on the market."

"Speaking generally, I suppose the prosperity of India means a demand for more silver in India?"

"It is so, subject to the question of an Indian stock or silver more or less available. What the position on that may be in that respect I am not prepared to say."

"Will the maintenance of a low level—say the present level—of prices have the effect of checking the output, do you think?"

"I should say not. It will still leave all the import and producing mines with a very good profit."

It must be noted that other enquiries showed considerable divergence of opinion among brokers having a wide experience of the market. One gentleman took a very gloomy view of the prospects of silver. Included in his observations were the following points:—

"The Indian Government are not likely to be a buyer of silver on anything approaching the accustomed scale for a lengthened period. That means the virtual withdrawal of a very big customer. Meanwhile, the United States demand for silver, either for coinage or for trade purchases will be below the average until the general prosperity of the country has taken a distinct turn for the better, which is not likely to happen until next summer."

The Eastern and European demand, taken together, cannot be expected to show any increase, and if the Indian shortage of crops is as bad as appears quite possible the sales of silver in the eastern hemisphere will barely keep up an average.

Meanwhile the output of the metal will remain practically the same, or at least as high as during the past twelve months. Most of the mines must keep working, even if they do not sell the product, in addition to which there are large stocks of silver on hand, not only in London but in other centres, this circumstance being certain to exercise a depressing effect. Therefore, the only bull point in the position is a possible better absorption of silver in Mexico itself—an altogether uncertain and not important contingency.

On the other hand, it may be observed that the market movements of the last few weeks suggest that other considerations than the question of supply and demand have influenced quotations.

CHINESE ENGINEERING AND MINING.

The profit and loss account for the year ended February 28 last shows a balance of £203,792. Out of this sum £40,000 has been transferred to the reserve for depreciation account, leaving a net profit of £163,792, which together with the sum of £26,913 brought forward from last year, makes a total of £190,705, subject to provision for the directors' percentage and for income tax. An interim dividend of 1s. 6d. per share in respect of the profits of the year was paid on May 1 last, absorbing £75,000. The board propose that a further dividend of 1s. 6d. per share be declared, free of income tax, payable on November 2, making 15 per cent. for the year and after deducting the directors' percentage (£6,839) there will remain a balance of £11,536 to be carried forward to the next account, subject to provision for income tax. Certain claims have been made by H. B. Chang Yen Mao, chiefly in connection with the old company, which the company's solicitors

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FOR CASH

TO MAKE ROOM FOR

NEW STOCK.

Hongkong, 6th November, 1907.

37

advise the board are for the most part inadmissible. These claims are not included in the accounts. The output and sales of coal for the year 1906-7 show a gratifying increase, the figures being the largest in the history of the company. The output and sales for the first seven months of the current year 1907-8 show a satisfactory further increase compared with the corresponding period of last year. The erection of the electrical pumping and lighting plants at the Tongshan and Linsi Mines which was proceeding at the date of the last report, has been retarded by various causes. The installation at Tongshan came into operation on April 16 last, and that at Linsi on June 25 last; they are proving entirely satisfactory. The works which have been in progress at Wang Tao are practically completed. The new waterworks having been extended to a length of 2,300 ft., and the accommodation now afforded being sufficient for present requirements. The trade of the port continues to develop steadily.

UNITED STATES AND CUBA.

The railway strike in Cuba, has raised in an acute form the question of the responsibility of the United States Government, under the existing state of affairs, towards foreigners who have interests in the island. As is well known, the bulk of the capital invested in the Cuban railways is British, and since the present provisional government of Cuba leaves the United States answerable, in the last resort, for the stability of affairs in the island, the dislocation of business and the consequent disappearance of railway dividends which might be caused by the proposed introduction of strike-breakers from the States, might very conceivably bring about an appeal to the British Government to the authorities in Washington. Thus the question is raised, and is again being discussed, as to whether the present unsatisfactory arrangement under which the provisional government of Cuba controls affairs to some extent, but merely advises the Washington Government with increased responsibility, should be allowed to continue, seeing that it is fraught with possibilities of complication with Great Britain. It is suggested that it is quite time the position of the island was regularised and the provisional arrangement made into a permanent one. This, of course, is the beginning of a revival of discussion as to the advisability of annexing Cuba, or, on the other hand, rendering it completely independent of the United States.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's str. *China* left Shanghai for this port on the morning of the 14th inst., and is due here on the 17th inst.
The Ben Line str. *Benaron* from Antwerp and London left Singapore on 13th inst. for this port.
The Glen Line str. *Glenavon* left Singapore on the 14th inst., and is expected to arrive here on the 16th inst.
The I.C.M. str. *Prinz Ludwig* left Kobe via Nagasaki and Shanghai on 13th inst. p.m., and may be expected here on or about Wednesday, the 20th inst.
The I.G.M. str. *P. R. Taitgold* carrying the German Mails with dates from Berlin of the 22nd ult. left Colombo on Wednesday, the 13th inst. p.m., and may be expected here on or about Sunday, the 24th inst.
The Indo-China str. *Kulsang* left Calcutta for this port via the Straits on 12th inst., and may be expected here on or about 28th inst.
The C.P.R. str. *Empress of China* arrived Yokohama at 8 p.m. on Wednesday, the 14th inst., and left again at 11 p.m. same day for Nagasaki where she is due to arrive at 6 p.m. to-day.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Pusan. Codes: A.B.O., 5th Ed. Lieber's. P.O. Box, 83. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

FOREIGNER (22) Speaking Cantonese and preferably the Swatow Dialect. Apply by letter to A. H. Care of "Daily Press" Office. Hongkong, 15th November, 1907. 1825

CHINA AND JAPAN TELEPHONE AND ELECTRIC CO., LTD.

TELEPHONE DIRECTORY, 1908.

IN ORDER that their names may be included in the TELEPHONE DIRECTORY, 1908, intending Subscribers should make application before November 25th. Hongkong, 15th November, 1907. 1825

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on Account of the year 1907, of Thirty Cents per share, will be payable at the Hongkong and Shanghai Bank, Hongkong, on and after THURSDAY, 21st November, 1907. Warrants to be obtained at the Company's Office. The Dividend will also be payable at the Hongkong and Shanghai Bank, Shanghai, on and after the same date. THE REGISTER OF SHARES will be CLOSED on MONDAY, the 18th instant until THURSDAY, the 21st inst., both days inclusive, during which period NO TRANSFER OF SHARES will be effected. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 15th November, 1907. 1827

TABLEAUX VIVANTS.

A SERIES OF LIVING PICTURES WILL BE GIVEN, ON MONDAY, the 18th November, in the THEATRE ROYAL CITY HALL, at 9 P.M. in which the following Ladies and Gentlemen have kindly consented to take part:— Mrs. BELLIOS, Mrs. LOCKER, Mrs. MACKAY, Mrs. SOMMERSET PLATNER, Mrs. MARCUS SPADE, Mrs. WAIT, the Misses BARRETT, Miss LAYTON and Miss MASTER, Mr. DANIEL, Mr. LEBY, Hon. Mr. F. H. MAY, C.M.G., Mr. EDWARD MARSH, Mr. SOMMERSET PLATNER, Mr. SARGENT, R.E., Mr. TRATMAN and Mr. WORCESTER.

Proceeds (if any, after expenses have been paid) will be devoted to the NORTH EASTERN HOSPITAL for Children in London and to the fund for the Restoration of WIMBORNE CATHEDRAL, both of which are in urgent need of help. TICKETS: \$2 and \$1. Booking at the ROBINSON PIANO COMPANY, Des Vaux Road. Hongkong, 15th November, 1907. 1823

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that MISSIEUE LANMAN & KEMP of No. 137, Water Street, in the City of New York in the County and State of New York in the United States of America, Merchants, have on the 5th day of September 1900 applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Mark:—

"A device consisting of a Floral Deign, in the centre thereof a representation of a Fountain, on the background and on either side representations of Wreaths of Flowers and Scrolls, at each of the top corners of the device is the representation of a Bird, at the left bottom corner thereof is the representation of a Woman with a Bird upon her wrist and at the right hand bottom corner thereof a representation of a Treacherous with a Guitar, the whole design being surrounded with a fancy border and bearing the words, 'FLORIDA WATER, MURRAY & LANMAN, New York.' Prepared only by LANMAN & KEMP, New York."

in the name of LANMAN & KEMP who claim to be the Sole Proprietors thereof. The TRADE MARK has been used by the Applicants in respect of SCENTED WATER in Class 48. A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned. Dated this 13th day of November, 1907. DEACON, LOOKER & DEACON, Solicitors for the Applicants, 1829-1, Des Vaux Road Central, Hongkong.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"WAKASA MARU" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where cargo consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day. Goods not cleared by the 21st inst., will be subject to rent. No Fire Insurance will be effected. All ship-damaged packages must be left in the Godown and Notice of same sent to this Office before the 24th inst., or Claims in connection therewith will not be recognized. NIPPON YUSEN KAISHA. Hongkong, 14th November, 1907. 1831

NEW ADVERTISEMENTS

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Roscoe, will be despatched for the above Ports on SUNDAY, the 17th inst., at 10 A.M.

For Freight or Passage apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 15th November, 1907. 1830

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where cargo consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex s.s. "Moldavia," B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 hours.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns. E. A. HEWETT, Superintendent. Hongkong, 14th November, 1907. 1

NOTICES OF FIRMS

NOTICE.

WAI HOWKOW has ceased to be in our employ since November 2nd, 1907. WILKINSON, HEYWOOD & CLARK, LD., Alexandra Buildings. Hongkong, 12th November, 1907. 1801

NOTICE.

WAI HOWKOW has ceased to be associated with my Firm since November 2nd, 1907. DOUGLAS GRAHAM, Alexandra Buildings. Hongkong, 12th November, 1907. 1802

INTIMATIONS

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

THE SECOND DANCE of the Season will be held in the CITY HALL on DECEMBER 4th, 1907. Invitation Cards are now available, and may be obtained from the undersigned. Late Launch will leave Ferry Wharf for Kowloon at 1.30 A.M. JOHN J. BLAKE, Hon. Secretary. Hongkong, 13th November, 1907. 1813

TROOPS GOING HOME.

THE CHAPLAIN to the Forces would be glad to receive Magazines, Illustrated Papers or Books for the use of the Troops going Home on the "SOUTHERN." A postcard addressed to him at Headquarters Office will ensure parcels being fetched or they may be sent to Chaplain's Room, Fitcher Street, any morning. Hongkong, 6th November, 1907. 1779

JUST RECEIVED A FINE ASSORTMENT OF

CHRISTMAS & NEW YEAR CARDS.

HALF MASKS, ART RELIEF NOVELTIES, MECHANICAL ANIMALS.

POSTCARD, BIRTHDAY AND STAMP ALBUMS, POSTCARD PAINTING BOOKS.

USED POSTAGE STAMPS in Bags, Pockets, &c., Suitable for Christmas Presents at prices to suit any buyer. Inspection solicited. GRACA & CO., Hongkong Hotel Corridor. 1831

HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that GUN PRAGTIE will be carried out as under:—

On TUESDAY, the 19th November:— From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 9.30 A.M. and finishing at 2 P.M.

On FRIDAY, the 22nd November:— From Balchairs, in a Westerly direction, at ranges up to 10,000 yards, commencing at 2.30 P.M. and finishing at 5.30 P.M.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c. Hongkong, 11th November, 1907. 1814

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for

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NEWS OF THE FAR EAST is given in the

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THE CHINA OVERLAND TRADING REPORT, Subscription, paid in advance, \$12 per annum

Postage \$2 to any part of the World

ENTERTAINMENTS

A GRAND CONCERT

WILL BE HELD IN THE THEATRE ROYAL, CITY HALL, ON TUESDAY, 19th November, at 9.15 P.M.

UNDER the auspices of the District Grand Lodge of Hongkong and South China, E.C., and the District Grand Lodge of Scottish Freemasonry in Hongkong and South China.

The following Ladies and Gentlemen have kindly consented to assist:—Mrs. Bellios, Cochrane, Gordon, Grove, and Maitland; Miss Rowe, Miss E. Rowe; and Mr. E. Austin, Dr. Bellios, Messrs. Chalmers, Chapman, Cobden, Cochrane, Carr, Benedetta, Cirrell, H. E. Gagg, Grove, Geo. Grimble, G. P. Lammett, Fraser and Manro.

PRICES:—\$3, \$2, \$1.

Booking at Messrs. S. MOUTRIE & CO. on WEDNESDAY, 13th.

Programme will be published later. Hongkong, 12th November 1907. 1804

THEATRE ROYAL, HONGKONG.

Under the Distinguished Patronage of Their Excellencies, the Governor and Lady Lugard.

THE GRAND SCOTTISH PLAY

ROB ROY

WILL BE GIVEN BY THE KOWLOON DRAMATIC CO. IN THE CITY HALL.

WEDNESDAY, November, 20th at 9 P.M.

Tickets: Dress Circle ... \$3

Stalls ... \$2 & \$3

Box ... \$1

Booking at Messrs. S. MOUTRIE & Co., Proceeds in Aid of the Y.M.C.A. Hongkong, 7th November, 1907. 1782

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 16th November, 1907, at 2.30 P.M., at their SALES ROOM, No. 8, Des Vaux Road, Corner of Ice House Street, SUNDAY VALUABLE HOUSEHOLD FURNITURE

Comprising:— TAPESTRY-COVERED DRAWING ROOM SUITE, OVERMANTLED TRAYWOOD EXTENSION DINING TABLE and CHAIRS, DINING WAGGONS, IRON BEDSTEADS and BEDDING, TEAKWOOD WARDROBES with Bevelled Glass, CHEST-OF-DRAWERS, CARPETS, &c., &c., &c.

Also, 2 COTTAGE PIANOS and 2 PIANOLAS. Catalogues will be issued. TERMS:—As Usual. HUGHES & HOUGH, Auctioneers. Hongkong, 9th November, 1907. 1794

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, ON MONDAY, the 18th November, 1907, at 11 A.M., at Messrs. F. BUCKHEAD & Co.'s Coal Sheds at Kowloon Point, 2,075 TONS CAIRFIELD COAL, all more or less damaged by Fire and Water. TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 14th November, 1907. 1823

By ORDER OF THE MORTGAGEE, PARTICULARS OF SALE OF the Equity of Redemption of and in the VALUABLE LEASEHOLD PROPERTIES Situate at Victoria, in the Colony of Hongkong, To be sold by PUBLIC AUCTION On MONDAY, the 25th day of November, 1907, at 3 o'clock P.M. at his Sale Room by Mr. GEO. P. LAMBERT, Auctioneer.

BEING All those two equal undivided fourth shares and interest of YUENG KI of and in All those pieces or parcels of Land registered in the Land Office as Section G of Island Lot No. 211, and Subsection No. 1 of Section D of Island Lot No. 211, together with the messuages or tenements thereon known as No. 354, QUEEN'S ROAD CENTRAL and No. 41, LOWER LASCAR ROW.

The said Premises are held for the residue of the term of 75 years and for the further term of 924 years granted by a Crown Lease and Extension thereof subject to the payment of the due proportions of the Crown Rent and to the performance of the covenants in said Lease and Extension reserved and contained. And Subject also to an Indenture of Lease registered in the Land Office by Memorial No. 36,267 and to an Indenture of Mortgage registered in the Land Office by Memorial No. 40,371 and to the principal sum of \$3,200 and interest thereon and to an Equitable Mortgage registered in the Land Office by Memorial No. 40,008 and to the principal sum of \$750 and interest thereon. For Further Particulars and Conditions of Sale apply to

D'ALMEIDA & SMITH, Solicitors for the Vendor, or GEO. P. LAMBERT, Auctioneer. Hongkong, 12th November, 1907. 1805

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 1444

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853, HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £800,000

Reserve Fund ... £1,075,000

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BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK

(NETHERLANDS INDIA COMMERCIAL BANK) ESTABLISHED 1863.

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HEAD OFFICE: AMSTERDAM.

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BANKERS: THE WILLIAMS DEACONS BANK, LONDON; SWISS BANK CORP., PARIS; COMPTOIR NATIONAL D'ESCOMPTE DE PARIS; DEUTSCHE BANK, BERLIN; BANQUE DE PARIS ET DES PAYS BAS; UNION BANK, VIENNA; BANCA COMMERCIALE ITALIANA, ROME.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED. On Current Account at the Rate of 2% per annum on the Daily Balances.

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THE BANK OF TAIWAN LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED ... Yen 5,000,000

CAPITAL PAID-UP ... " 3,750,000

ARGYLL MOTORS, LTD.



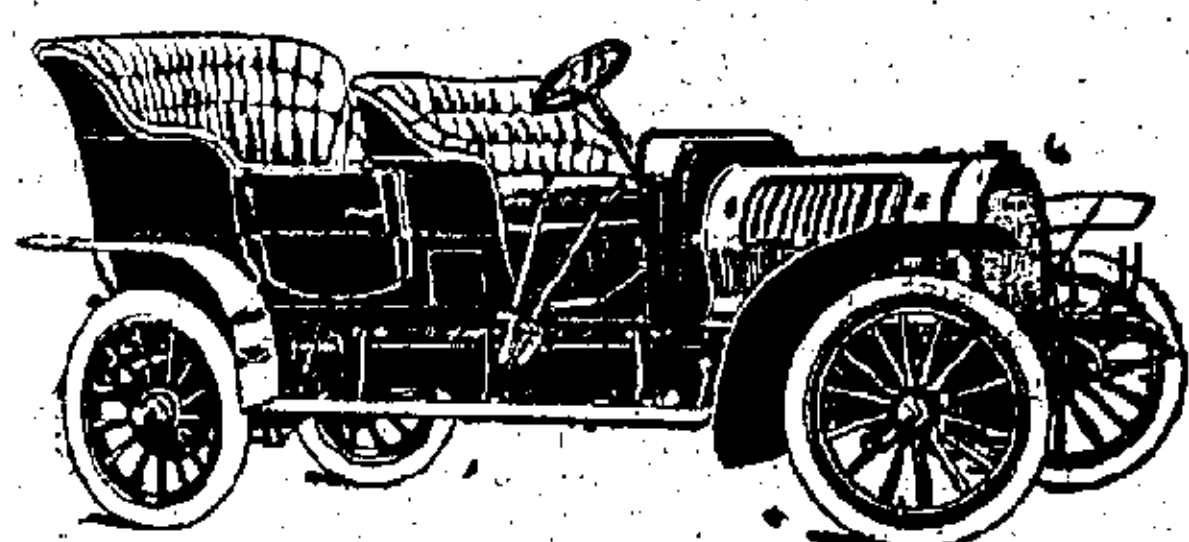
ALEXANDRIA GLASGOW

ALL TYPES OF COVERED CARS FOR COLONIAL WORK

LONDON DEPOT: ARGYLLS. LONDON, LTD.
17, NEWMAN ST., OXFORD ST.

AGENTS IN THE FAR EAST

BOMBAY MOTOR CAR CO., Bombay; BROWN & DAVIDSON
Talaikotte, Ceylon; G. HENDERSON & CO., Calcutta;
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TO INTENDING MOTORISTS.

MOTOR CARS AT TRADE PRICES.

GENTLEMEN in the Far East who may desire to purchase Cars for their own use are offered a unique opportunity to do so on most favourable terms. Where no Agency exists for the sale of the SPYKER CAR, individual purchasers will be allowed the trade discount on their own Car in the first and upon any future orders which they may secure among their friends.

The SPYKER CAR which is now making the run from Pekin to Paris is adaptable to all countries and all roads. A single SPYKER CAR in a locality is invariably the forerunner of others. The SPYKER CAR is its own best advertisement.

Send for Catalogue of Particulars as to terms etc., to J. SPYKER, Trompenburg Works, Amsterdam, Holland.

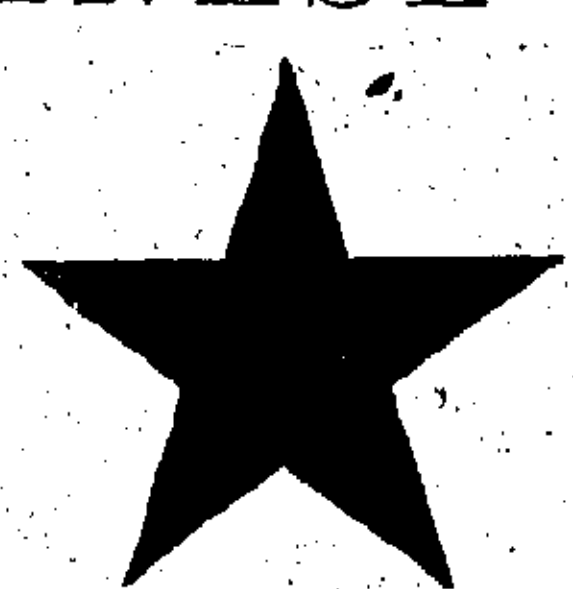
Hongkong, 23rd August, 1907.

1385

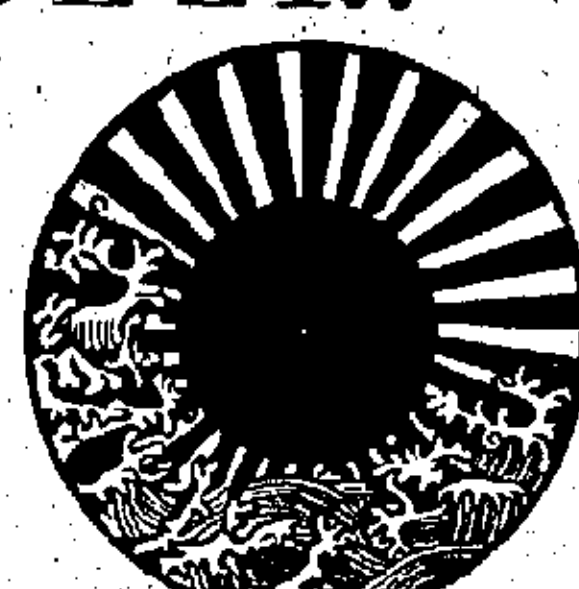
JAPANESE BEER.



"YEBISU"



"SAPPORO"



"ASAHI"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions.

The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

Sold by—H. PRICE & CO., CALDBECK, MACGREGOR & CO., A. CHAZALON & CO., and other leading Chinese Wine Merchants.

THE MITSUI BUSSAN KAISHA,
SOLE AGENTS.

Hongkong, 12th August, 1907.

1329

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT
S.S. "PAUL BEAU," 1900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong 9.30 p.m. (SATURDAYS excepted). Departure from Canton at 5.15 p.m. (SUNDAYS excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents: Messrs. E. Pasquet & Co. For further particulars, please apply to—
HONGKONG, 27th September, 1907. BARETTO & CO., Agents. 1482

MAIL TABLES FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents
On Paper ... 20 " "
On Sale at the Hongkong Daily Press Office
Hongkong, 26th January, 1907.

ON SALE.

THE DIRECTORY AND CHRONICLE FOR 1907.

Complete Edition ... \$10.00

Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

MOTOR NOTES FROM HOME.

[Written for the Daily Press.]

October 11th.
Our all too brief "hot season" is at an end, and our "rains" have set in with October. In short, the three fine days and a thunderstorm which constitute an English summer have come and gone, and the mere pleasure motorist has either sold his car, or is trying to sell it. Then the selling of a second-hand car, there is no more heart-breaking task. On the other hand, the large numbers of really excellent cars that may be got at the end of the season, many of them scarcely used, for as little as two-thirds, or even a half, of their original cost, tend to make the pursuit of motoring more general among people of moderate means. A certain number of these second-hand cars, I hear, are being bought and refurnished specially for export to the East. With polishing, and new tyres, it will be difficult to distinguish them from new cars. It is to be hoped they will not be represented as such to unsuspecting novices.

Whilst at Home we are in face of cold and consistently wet, weather, in many parts of the East the rains have ceased and the sun is gathering his accustomed strength. As we shiver under the icy blast, we think regretfully upon the conditions which make the "peg" or the "stengah," with the ice chinking in the glass, an acceptable gift of the gods, giving an added joy to the fizz of the siphon. In this connection we are all familiar with the handy "Sparklet." Its sphere of usefulness has been extended in a manner that should meet with an even greater appreciation among motorists than it does in connection with H. O. The Sparklet infuser should prove a boon to motorists in the East as obviating the labour of pumping. The principal drawback to its use in our colder climes is the tendency for moisture to condense and freeze on the bottle. In the winter most motorists at Home will prefer the pump. In using the Sparklet, by the way, special attention should be given to the valves. It was in the latter connection that most of the troubles I experienced in the tropics arose. The gas with which the Sparklet is charged appears to escape more readily than air, necessitating more frequent inflation. I found a film of glycerine on the valve-plug a good preventive. Attention to the rubber disc in the valve cap, also, will often save a good deal of leakage. As regards precooling, this is, with the Sparklet gas, as with air, largely a question of the quality, thickness and condition of the rubber.

A device which, if all that is claimed for it in theory works out in practice, should eliminate all valve-troubles is the "Sane-Valve" tyre. This is a tyre so constructed that any sharp instrument may be driven through it, and withdrawn, without causing an escape of air. The way in which the valve is got rid of is in the peculiar construction of the inner tube, which is built of three layers, the inner being of rubber, the intermediate of half-vulcanised and the outer of vulcanised rubber. On withdrawal of the pointed instrument, the aperture closes up automatically. In order to inflate the valveless tube, a hollow needle, to which the pump is attached, is thrust into it. For what length of time the tube will stand such treatment only experience can show; but, at least, its construction should make its air-retaining qualities more perfect by preserving the "life" of the tyre over longer periods. If its other puncture-resisting abilities are equally good, the "Sane-Valve" tube marks an advance towards tyre-perfection. How it will behave under conditions of high temperature is another question.

Messrs. James Neale and Sons of Birmingham are placing on the market an improved type of screen, with a metal instead of a wooden frame. To prevent jarring, the glass is cushioned in rubber and felt. The metal frame gives a very showy and light appearance. The advantage of the metal frame is, of course, obvious, in that it is not affected by heat or damp.

A most luxurious car, designed for the Indian market, has been on view at Messrs. S. F. Edge's showrooms recently. The fittings and appointments of the car make it a vehicle of luxury for a hot climate. The chassis is a 40-h.p. six cylinder model on which is fitted a most comfortable limousine body by Mulliner. The seating is arranged for eight passengers and electric lights are fitted, also a small electric fan.

The commercial motor vehicle has achieved a triumph in the recent trials organised by the Royal Automobile Club. The trials were of the most exciting nature, and have proved conclusively the efficiency of the new mode of road haulage. The effects are stated to be already making themselves felt in the orders to hand by various manufacturers who are preparing for active business in this direction. Fiat Motors, Ltd., have anticipated in their heavy vehicle and export department, the foreign demand that always follows Home successes. Agencies are now established in India, and elsewhere, and negotiations are in progress for further representation in Ceylon, Straits Settlements and the East generally. Fifty cars are being built to orders received from India, and twelve will be sent to Cairo during the next months.

The motor-car has made its appearance at last on a postage stamp, Bosnia and Herzegovina having issued a new stamp on which a motor mail-van is portrayed. Here is a hint for Siam which is always ready to adopt new and original ideas in postage stamp design.

The Daimler Company have just appointed as their agents for the Straits Settlements and Malay Peninsula Messrs. Cathrie & Co., Ltd.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Cream—Charmant, Luff, Charman and Special Skin Tonic and Powder Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents 654

of Singapore. Messrs. Cathrie have already shipped out one of the latest models of Daimler carriages.

Following upon the news of the "Adams" landaulet built for King Menelik, come details from the Adams Manufacturing Co. respecting two interesting forms of cars which they have supplied to W. McMillan, Esq., of Jaja Farm, Nairobi, British East Africa, a remote corner of the globe which has, up to the present, been unassailed by the most modern method of transport. One of these cars is a four cylinder 30 h. p. touring car, the other being a 25-h. p. van. As in most cases, the roads take the form of roughly beaten tracks intersected by rivers and streams, the cars have been designed to enable the driver to take water nearly three feet deep, and to negotiate the most rutted paths without fear of damaging any portion of the chassis. This form of car-design should also prove useful in many parts of the East where roads, as such, are practically non-existent.

THE MARINE INSURANCE MARKET.

A London correspondent writes on October 17th:—

Although this market will be less concerned in the future with the insurance of oil tank steamers and their cargoes—owing to the decision of the large Atlantic Petroleum group to run their own risks—underwriters will find much to interest them in the Board of Trade's report on the Silverlip explosion. The inquiry was held before Captain J. H. Thomson, C.B., and Sir Gordon H. Lloyd, the evidence being taken on June 25 and 26 last.

The report states that in March last the vessel was at Block Papan, Borneo, and there she took on board 2,376 tons of petroleum spirit, shipped by the Asiatic Petroleum Company (Limited). This was stowed in Nos. 2 and 3 tanks. She then proceeded to Singapore, where she loaded a further quantity of 5,841 tons, shipped by the same company, and stowed it in the remaining tank. The total cargo was therefore 8,217 tons of petroleum spirit. The Silverlip left Singapore on March 25 last with a crew of 23 hands, bound for St. Catherine's Isle of Wight, for orders.

The weather was hot at starting, but on getting into the Mediterranean the temperature moderated considerably. As a consequence of this there was a shrinkage of the petroleum, and on or about April 11 it was found necessary to "press up" No. 7 tank, the level of the liquid having fallen below the lower end of the expansion trunk, and surging having commenced. The operation of "pressing up" is carried out by pumping water into the tank until the level of the petroleum has reached the required height. The vessel continued her voyage, encountering stormy weather, and passed Finisterre on April 31. The temperature had now fallen to about 45 deg. Fahr., and on the following day, May 1, at about 11 p.m., an incipient surging was noticed in tanks 3 and 4. It was reported by the chief officer to the master, who, thereupon, ordered him to press up these tanks. At this time the hatches and port-holes of the space below the bridge deck were closed. A strong smell of vapour had been noticed in this space during the morning, but as this appears to have been a common occurrence, it did not attract much attention. At the latter end of this space two firemen, D. Munro (a Scotchman) and M. Abbas (a Turk or Arab), were engaged in painting the bulkhead, and were seen shortly before the accident to be carrying the metal previous to applying the paint. Besides these two, the pump man was engaged in repairs in the pump room, which was also below the bridge deck. At 1.15 p.m. the first explosion occurred, followed immediately by a fierce conflagration. The immediate effect of the explosion was undoubtedly first to blow off the hatches above No. 4 tank, a res it which was noted by more than one witness, and secondly to ignite the petroleum in the tank, no doubt through the open portholes. Probably the first explosion was sufficient instantly to kill, or at any rate to render insensible, the carpenter, boatswain, and two firemen. The chief engineer, who was aft at the moment of the explosion, was seen to run in the direction of the conflagration, with what object no one seems to know, and was no doubt overcome by the fire or smoke. The captain was in his cabin when the explosion occurred. He instantly ran out and through the sloop into the fore-cabin. He observed that the two boats on the bridge were burning, and realised that the crew could only be saved by the lifeboats on the poop deck. Consequently, he ran through the flames and reached the poop, where he gave the necessary orders for launching and loading the boats. He had not been for his great foresight and bravery in reaching the after part of the ship, the loss of life would most probably have been very much greater, as there seems to have been some confusion before he arrived on the poop. The causes of the disaster are given as follows:—"We regret that we are forced to look for the cause of the ignition in some reckless and prohibited act committed by one or other of the firemen. This theory is very much strengthened by the

evidence of R. G. Mackay, the ship's cook. This man states that two days before the accident he saw the fireman Abbas under the bridge deck smoking a cigarette, and that he reported this to the boatswain, who thereupon knocked the cigarette out of the man's mouth. The other fireman Munro, appears to have been angry at this, and to have told Mackay to mind his own business. Mackay also states that Munro carried a short pipe in his pocket, and that Abbas always smoked cigarettes. In view of this evidence we cannot but consider that the most probable cause of the ignition was the lighting of a match by one or other of these firemen. It seems likely that they left their work and retired into the carpenter's shop to escape observation. By doing so they would have selected a place where there would have been more accumulation of vapour than at the spot where they were working, which was near an open door." Several recommendations are given for the prevention of future accidents and are summarized as follows:—(1) The articles and posted rules to be extended so as to prohibit the carrying and possession of matches, and to admit of any member of the crew being searched at any time by an officer. (2) Provision to be made for safe custody of matches required for the use of the ship. (3) Weather-proof ventilators to be provided for all tween-decks. (4) Pipes leading up the mast to be provided as outlets for vapour from each tank. (5) If possible the cargo hatches to serve also as expansion trunks and to be carried up to the open deck. (6) Failing the possibility of carrying out No. 5, improvements to be made in the method of sealing these hatches. The report concludes:—"It is only fair to the Shell Transport and Trading Company (Limited) to say that their record in conveying petroleum spirit is very satisfactory. Their books show that they have conveyed 258 cargoes of 773,401 tons of this spirit without any accident to their ocean-going steamers. The only mishap which they have to record has been the burning out of a small vessel, termed a hopper, containing 9 tons of petroleum spirit, which occurred off Sousa in 1912. We take this opportunity of expressing the greatest admiration of the bravery and presence of mind of Captain Thomson, the master of Silverlip, on the occurrence of the accident. As we have already said, it is probable that if he had not ventured to run through the flames to the poop the loss of life might have been much greater."

BAD BOY'S COMPLETE CURE.

RESTORED TO MORALITY BY THE SUEBON'S KNIFE.

A remarkable case of the cure of a "liar, thief, and bully" by means of a surgical operation was described by Dr. Bernard Hollander, the well-known physician for mental diseases in the course of a lecture on the cure of mental diseases by trephining before the British Phrenological Society.

The lad was aged 16. He was a terror to his family, and had to be constantly watched to keep him from destroying things; from thrashing his fellow pupils, or throwing stones at some one. He told falsehoods, and had a tendency to steal, he had no sense of decency, and grew more dangerous the older he got, until his deeds brought him before the police court.

Dr. Hollander proposed the removal of a strip of bone from the centre line of the head, and this was carried out. An incision was made from the top of the head vertically down to each ear, when the tissues above the right ear revealed the signs of an old injury. After several trepannings had been made, the bone was cut away on the right side, when the membranes of the brain showed signs of old hemorrhages.

After being treated antiseptically, the wound was closed and healed successfully. The patient got gradually better and behaved properly, did not disturb anybody, showed no inclination for breakage and destruction, but, on the contrary, tried to make himself generally useful.

He insulted no one, but spoke politely, using proper words, no indecent ones, and was grateful for the care shown to him. Thus not only did he lose his bad propensities, but he showed higher moral feelings.

COTTON CROPS.

The last Egyptian cotton crop was the largest on record, being 6,950,000 cantars. The nearest to these figures was in 1899-1900, when the yield was 6,510,000 cantars. In 1866-67 the output was only 1,127,000 cantars, getting up to 3,615,000 cantars in 1881-85. The current crop is likely to be heavier than the season just ended, some authorities putting the growth at close upon 8,000,000 cantars, which will be wanted, as the consumption of long-stapled is increasing all over the world. As for the American cotton crop, Messrs. Neil Bros., of London, estimate the area under cultivation as 34,002,000 acres, against 32,000,000 acres last year. The firm says truly that it is still a weather question and therefore it is impossible to give an estimate of the yield. A killing frost would make all the difference. The next few weeks will be important.

MOTHER SEIGEL'S SYRUP

THE WORLD-FAMOUS REMEDY

PREVENTS AND CURES

BILIOUSNESS

Headache, Constipation, AND ALL FORMS OF INDIGESTION.

Billousness is due to a disordered state of the liver. If you suffer, take Mother Seigel's Syrup at once; it goes straight to the spot, restores natural action to the liver, and so puts an end to the trouble. Mrs. Mary Ann Rowe, Barries Lane, Biggin Hill, near Orpington, Kent, in a statement dated April 19, 1907, says: "My food lay on my stomach like a stone, causing wind and intense pain. I had splitting headache and frequent dizzy attacks, and I was so weak and ill that I could do nothing. But Mother Seigel's Syrup soon cured me."

INTIMATIONS S. MOUTRIE & CO., LTD.

NEW SEASON'S MODELS

JUST ARRIVED

BABY GRANDS
AND
COTTAGE PIANOS

BY
BLUTHNER, RUD. IBACH,

RACHELS, PLEYEL,

CHAPPELL AND

ROSENKRANZ & Co.

INSPECTION INVITED.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.

York Building, Chester Road.

Hongkong, 13th November, 1907. 133-2

Abbey's Effer-vescent Salt

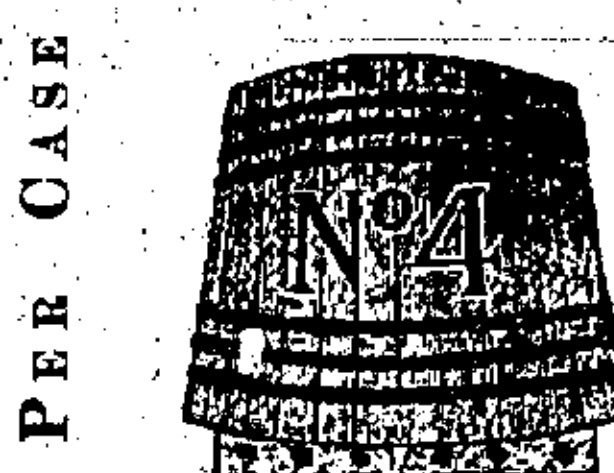
Do you get up with a "dorm-tired" feeling mornings? bad taste in your mouth? dull headache? wabbling stomach? Unpleasant but familiar, isn't it?

It is proof that you need Abbey's Salt, the stomach regulator, and need it badly.

A dose of Abbey's Salt before breakfast will quickly drive these ill feelings away and set you right within an hour.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.
The Abbey Fruit Salt Co., Ltd., 144 Queen Victoria Street, London, E.C.

THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD SINCE 1831

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co., LTD.
1763

SIEN TING.

SURGEON DENTIST, No. 10, D'AGUILAR STREET

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905 1540

BETTER THAN COPAIBA MATICO

GRIMAULT & Co. CHEMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Dysentery, The Capasula, unlike Copaliba, does not cause eruptions on the skin or produce nausea. MATICO INJECTION is used in recent MATICO CAPSULES in the more chronic cases.

CURE FOR ASTHMA GRIMAULT'S INDIAN CIGARETTES

For Asthmatic people who suffer from OPPRESSION in breathing, BRONCHITIS, and DIFFICULTY in EXPECTORATION. Grimault's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest. GRIMAULT & Co. PARIS Sold by all Chemists.

SHIPPING.

ARRIVALS.

ARCADIA, British str., 3,514, A. L. Valentini, 14th Nov.—Yokohama and Shanghai.
 LEOPARD, Austrian cruiser, 1,530, Mildenberg, 13th Nov.—Saigon 9th Nov.
 MALTA, British str., 3,900, R. A. Peters, 14th Nov.—Bombay 20th Oct. and Singapore 9th Nov.—Mails and General—P. & O. S. N. Co.
 PELLUS, British str., 4,800, W. T. Hannab, 14th Nov.—Liverpool 5th Oct. via Singapore 5th Nov.—General—Butterfield & Swire.
 PHILIPPINE, British str., 1,065, J. H. Scott, 14th Nov.—Saigon 8th Nov. Rice and Meat—Chinese.
 PERANANG, German str., 1,021, Fr. Bücking, 14th Nov.—Bangkok 1st and Swatow 13th Nov.—General—Butterfield & Swire.
 RIOJUN MARU, Japanese str., 2,972, 14th Nov.—Singapore 8th Nov. Twist, &c.—Nippon Yusen Kaisha.
 SACHSEN, German str., 5,034, C. Woltemas, 14th Nov.—Bremen 3rd Oct. and Singapore 9th Nov.—Mails and General—Melchers & Co.
 WAKASA MARU, Japanese str., 3,884, Anton Christensen, 14th Nov.—London 5th Oct. via Singapore 8th Nov.—General—Nippon Yusen Kaisha.
 WOOLWICH, British str., 1,845, A. Stoker, 13th Nov.—Meiji 8th Nov.—Coal—Dodwell & Co.

CLEARANCES.

At the Harbour Master's Office, 14th November.
 Haitan, British str., for Swatow.
 Henrik Usen, Norwegian str., for Sourabaya.
 Felus, British str., for Shanghai.
 Telemachus, British str., for Saigon.

DEPARTURES.

14th November.
 Fookang, British str., for Singapore.
 Hellen, German str., for Swatow.
 HUPIN, British str., for Hongkong.
 KWANGLEE, Chinese str., for Shanghai.
 TIENSIN, British str., for Amoy.
 WAKAMIYA MARU, Jap. str., for Singapore.

SHIPPING REPORTS.

The British str. Woolwich reports: Moderate and fine weather throughout.
 The British str. Felus reports: Heavy rain thunder and lightning to Southern of Paracels, the British str. Telemachus reports: Strong N. E. monsoon with corresponding sea and gull rainy weather throughout.

VESSELS IN DOCK.

November 14th.
 ABERDEEN DOCKS.—
 Kowloon Dock—Nell, Meleed, Sui Tai, Dewangong, Empress of Japan.
 COSMOPOLITAN DOCKS.—Joshin Maru.

VESSELS ON THE BERTH

JAYA-CHINA-JAPAN LINE.

For SAMARANG AND SOERABAYA.
 Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship

"TJIMAHU."
 Captain de Brouwers, will be despatched for the above Ports on or about 18th inst.
 For information as to Freight and Passage, apply to the
 Head Agent of the
 JAYA-CHINA-JAPAN LINE,
 York Buildings, 1st Floor.
 Hongkong, 14th November, 1907. 1815

THE RUSSIAN VOLUNTEER FLEET.

For CONSTANTINOPLE, ODESSA AND BLACK SEA PORTS.

THE Steamship

"KIEW,"
 will be ready to load on MONDAY the 18th November.
 For Freight or Passage, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 13th November, 1907. 1712

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"
 Captain S. H. Belson, will be despatched for the above Ports on TUESDAY, the 19th inst., at Noon.
 This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd.,
 Agents.
 Hongkong, 12th November, 1907. 1816



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO
 SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"E. FRANZ FERDINAND,"
 Capt. Matovich, will leave for the above places on WEDNESDAY, the 20th inst.
 This steamer has capital accommodation for passengers, electric light, carries a doctor and stewardess.
 For Freight or Passage, apply to
 SANDER, WIELER & Co.,
 Agents.
 Hongkong, 12th November, 1907. 3

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship

"SCHUYLKILL,"
 Captain Anderson, will be despatched as above on or about the 10th December.
 For Freight, &c., apply to
 STANDARD OIL CO. OF NEW YORK,
 Oriental Freight Department,
 (Hotel Mansions),
 Hongkong, 13th November, 1907. 1721

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NOE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 4th December.
MARSEILLES, &c. VIA PORTS OF CALL.	TOKIN	Fr. str.	—	Charbonnel	MELCHERS & CO.	On 26th inst., at 1 p.m.
MARSEILLES, HAVRE, GOTHENBURG &c.	CANTON	Swed. str.	—	Brehmer	MELCHERS & CO.	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINE	On 11th December.
NAPLES, HAVRE & HAMBURG VIA STRAITS, &c.	SILENSIA	Ger. str.	k.w.	v. Döhren	HAMBURG-AMERIKA LINE	On 8th January.
NAPLES, GENOA, &c. VIA SINGAPORE, &c.	SCANDIA	Ger. str.	—	C. Binzer	MELCHERS & CO.	On 21st inst., at Noon.
TRIESTE, &c. VIA SINGAPORE, &c.	PHINZ LUDWIG	Ger. str.	—	A. Petrie	SANDER, WIELER & Co.	About 21st inst.
CONSTANTINOPLE, ODESSA & BLACK SEA PORTS	CHINA	Aus. str.	—	Anderson	STANDARD OIL CO.	About 30th inst.
NEW YORK VIA PORTS & SUEZ CANAL	KIEW	Rus. str.	—	E. V. Roberts	CANADIAN PACIFIC R. CO.	About 10th December.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SCHUYLKILL	Am. str.	2m.	MoArthur	DODWELL & CO., LTD.	On 21st inst., at 4 p.m.
VICTORIA (B.C.) & TACOMA VIA JAPAN	EMPEROR OF JAPAN	Brit. str.	—	G. W. Eidy	GIBB, LIVINGSTON & Co.	On 4th Dec., at 4 p.m.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	SHAMUT	Am. str.	2m.	D. Lenz	MELCHERS & CO.	On 5th Dec., at Noon.
AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN &c.	KATHERINE PARK	Brit. str.	—	H. Koops	BUTTERFIELD & SWIRE	On 5th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., LD.	On 20th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1m.	E. Foreyth	BUTTERFIELD & SWIRE	On 17th inst., at 9 a.m.
KOBE	RINZ SIGISMUND	Ger. str.	—	W. P. Baker	MELCHERS & CO.	On 17th inst., at 10 a.m.
TIENSIN VIA TSINGTAU	TSINAN	Dut. str.	1m.	W. S. Thomas	JARDINE, MATHESON & Co., LD.	On 20th inst., at 4 p.m.
SHANGHAI VIA SWATOW	CHIPPING	Brit. str.	—	K. A. Peters	P. & O. S. N. Co.	To-morrow, at 4 p.m.
SHANGHAI VIA NINGPO	HUGHOW	Brit. str.	1m.	L. D. Northcombe	MELCHERS & CO.	To-morrow, at 4 p.m.
SHANGHAI (DIRECT)	SACHSEN	Ger. str.	—	H. Kirchner	HAMBURG-AMERIKA LINE	About 18th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. R. LUTFELD	Ger. str.	1m.	M. Nemoto	OSAKA SHOSSEN KAISHA	On 19th inst., at 9 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHOSHU MARU	Jap. str.	—	S. H. Belson	DAVID SASSOON & Co., LTD.	On 19th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	GEOGRAPHY APCAR	Brit. str.	—	Matovich	SANDER, WIELER & Co.	On 23rd inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	E. F. FERDINAND	Aus. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 24th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	DOERMUND	Ger. str.	k.w.	v. Döhren	HAMBURG-AMERIKA LINE	On 2nd December.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NYANZA	Dan. str.	—	H. S. Smith	OSAKA SHOSSEN KAISHA	On 17th inst., at 9 a.m.
SHANGHAI, KOBE & YOKOHAMA	SCANDIA	Ger. str.	k.w.	J. S. Roach	DOUGLAS LAFRAIK & Co.	On 17th inst., at 10 a.m.
TAMUUI VIA SWATOW & AMOY	JOHIN MARU	Jap. str.	2h.	T. Northcombe	BUTTERFIELD & SWIRE	On 20th inst., at 4 p.m.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	1m.	H. A. Wavell	BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
SWATOW & SHANGHAI	YUHOW	Brit. str.	1m.	Jameson	JARDINE, MATHESON & Co., LD.	To-day, at 4 p.m.
SWATOW & SHANGHAI	KIUKIANG	Brit. str.	1m.	T. Morley	SHAWAN, TOMES & Co.	To-morrow, at 4 p.m.
Hoihow & Haiphong	SINGAN	Brit. str.	—	A. Fraser	BUTTERFIELD & SWIRE	On 23rd inst.
MANILA	YUENSANG	Brit. str.	1m.	G. H. Penzfather	SHAWAN, TOMES & Co.	On 19th inst., at 4 p.m.
MANILA	ZAFIRO	Brit. str.	—	R. Almond	BUTTERFIELD & SWIRE	On 19th inst., at 4 p.m.
MANILA	SUNGKIANG	Brit. str.	1m.	H. Trowbridge	BUTTERFIELD & SWIRE	To-morrow, at 3 p.m.
CEBU & LLOILO	RUBI	Brit. str.	—	T. W. Pickard	JARDINE, MATHESON & Co., LD.	About 18th inst.
CEBU & LLOILO	HANYANG	Brit. str.	1m.	W. D. Welsh	JARDINE, MATHESON & Co., LD.	
SINGAPORE, PENANG & CALCUTTA	KASHING	Brit. str.	—	E. J. Todd	JAYA-CHINA-JAPAN LINE	
SINGAPORE, PENANG & CALCUTTA	SUISANG	Brit. str.	—	de Brouwers		
SAMARANG & SOERABAYA	LAISANG	Brit. str.	—			
	TIJMAHI	Dut. str.	—			

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO	DATE
MANILA	"YUENSANG"	Friday, 15th Nov., 4 p.m.	
TIENSIN VIA TSINGTAU	"CHIPPING"	Saturday, 16th Nov., Noon.	
SHANGHAI VIA NINGPO	"YIKSANG"	Saturday, 16th Nov., 4 p.m.	
SHANGHAI VIA SWATOW	"KWONGSANG"	Saturday, 16th Nov., 4 p.m.	
SINGAPORE	"SUISANG"	Saturday, 16th Nov., 3 p.m.	
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 19th Nov., 3 p.m.	

REDUCED FARES TO STRAITS AND CALCUTTA.
 Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.
 Penang " " " " " 130.
 Calcutta " " " " " 230.
 * These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Chetoo, Tientsin, Newchwang and Yangtze Ports.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
 Hongkong, 15th November, 1907. GENERAL MANAGERS. 18

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 16th November.
RUBI	2540	R. W. Almond	Manila	On 23rd November.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 9th November, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "ATHOLL" ... About 30th November.

S.S. "INDRAPURA" ... About 14th December.

For freight and further information apply to

SHEWAN TOMES & CO.,
 GENERAL AGENTS.

Hongkong, 15th November, 1907. 16

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN AND GOTHENBURG	"CANTON"	End of November.
SHANGHAI, YOKOHAMA AND KOBE	"SIAM"	End of November.

For Further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 8th November, 1907. 9

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
* SHAWMUT	9,806	E. V. Roberts	On 15th November.
* TREMONT	9,604	T. W. Garlick	On 15th November.
* SUVERIC	6,232	W. Shotton	On 15th November.
* KUMERIC	6,232	Cowley	On 15th November.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.

Hongkong, 1st November, 1907. 7

HAMBURG-AMERIKA LINE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply and fitted with furniture. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILENSIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

SCANDIA	2nd Dec.
HABSBURG	2nd Jan., 1908
RHENANIA	2nd Febr., 1908

HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG

SILENSIA	11th Dec.
SCANDIA	9th Jan., 1908
HABSBURG	5th Febr., 1908
RHENANIA	5th March, 1908

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

DORTMUND	FOR SHANGHAI, KOBE & YOKOHAMA	23rd Nov.
SCANDIA	FOR SHANGHAI, KOBE & YOKOHAMA	2nd Dec.
C. FERD. LAEHRZ	FOR SHANGHAI, KOBE & YOKOHAMA	14th Dec.

NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TUNIS, GENOA, PORTS in the Levant, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SITHONIA	HAVRE & HAMBURG	23rd Nov.
SILENSIA	NAPLES, HAVRE & HAMBURG	11th Dec.
SCANDIA	HAVRE & HAMBURG	25th Dec.
	NAPLES, HAVRE & HAMBURG	9th Jan., 08

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amply. Lighted throughout by electricity. Duly qualified Doctor and stewardesses carried. Laundry on board.

12

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTA STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA,"
 Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 16th November, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA," 8,000 tons, from Colombo, passengers' accommodation, in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tes for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "MARMORA," due in London on 23rd December, 1907. Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars apply to
 E. A. HEWITT,
 Superintendent.

Hongkong, 4th November, 1907. 1



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE (DIRECT),
 CALLING AT SINGAPORE, PENANG,
 COLOMBO, BOMBAY, KARACHI,
 ADEN, SUEZ AND PORT SAID.
 Taking Cargo at through rates to the Straits, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"CHINA,"
 Capt. A. Petrie, will be despatched as above on or about THURSDAY, the 21st November. This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.
 For information as to Passage and Freight apply to
 SANDER, WIELER & Co.,
 Agents,
 Hongkong, 31st October, 1907. 3

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSAILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"TONKIN,"
 Captain Charbonnel, will be despatched for MARSEILLES, on TUESDAY, the 26th November, at 1 p.m.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	MAITA	About 15th	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA	Noon, 16th	See Special of Call.
SHANGHAI, MOJI, KOBE	NYANZA	About 24th	Freight and Passage.
LONDON and ANTWERP	NORE	About 4th	Freight and Passage.
PENANG, COLOMBO, PORT SAID and MARSEILLES			

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 14th November, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI Direct	"SHAOHSING"	On 16th Nov., 4 P.M.
HONGKONG and HAIKONG	"SINGAN"	On 18th Nov., 4 P.M.
CEBU and ILOILO	"HANYANG"	On 19th Nov., 4 P.M.
MANILA	"KAISHING"	On 19th Nov., 4 P.M.
TIENSIN	"SUNGKIANG"	On 20th Nov., 4 P.M.
SWATOW and SHANGHAI	"HUICHOW"	On 20th Nov., 4 P.M.
SWATOW and SHANGHAI	"YOGHOW"	On 20th Nov., 4 P.M.
KOBE	"KIUKIANG"	On 23rd Nov., 4 P.M.
MANILA ZAMBOANGA PORT	"TSINAN"	On 25th Nov., 4 P.M.
DAUWEN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNVILLE, RISSAN, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH		

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—
HONGKONG, 15th November, 1907.BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUJI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 17th Nov., at 9 A.M.
AND AMOY		
SHANGHAI VIA SWATOW	"SHOSHU MARU"	TUESDAY, 19th Nov., at 8 A.M.
AND AMOY AND FOCHOW		

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.
Hongkong, 14th November, 1907.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"SACHSEN"	About Thursday, 14th November.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ REGENT LUITPOLD"	About Tuesday, 19th November.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG"	Thursday, 21st Nov., at Noon.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Thursday, 5th Dec., at Noon.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPIRESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPIRESS OF JAPAN"	6,000	THURSDAY, 21st Nov.	9th Dec.
"EMPIRESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPIRESS OF INDIA"	6,000	THURSDAY, 18th Jan.	3rd Feb.

"EMPIRESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

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REGULAR THREE-WEEKLY SERVICE BETWEEN

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TJILATJAP	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJIBODAS	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJIKINI	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJIPANAS	JAVA	First half of Dec.	JAVA PORTS	First half of Dec.
TJILIWONG	JAPAN	Second half of Dec.	JAVA PORTS	Second half of Dec.

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MAGNIFICENT N.D.L. LINERS:

Tons Res.

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Hongkong, 19th August, 1907.

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General Agents for China and Japan
Hongkong, 4th August, 1898.

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THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Storage will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE, Manager.
Hongkong, 18th November, 1901

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BY Popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 888G. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 26th October, 1906. 1669

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Canton: 4th October, 1903.

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOKSTALL, Mr. H. RUTTON'S KOWLOON STORE, No. 36, Elgin Road & Mr. AH YAU'S FERRY WHARF STALL.
Hongkong, 22nd December, 1903.

Do you Suffer?

FROM
HEADACHE
LOSS OF SLEEP
INDIGESTION
TORPID LIVER
BILIOUSNESS

Beecham's Pills

will quickly remove the cause of these distressing complaints and restore healthy action to every organ. You will feel like a new person after taking a few doses of BEECHAM'S PILLS. They aid the system of impurities, improve the digestion, banish headache and

Give Positive Relief

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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, LONDON, AND STRAITS.

THE Steamship

"GLENLOGAN,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th inst., will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.
No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.

Hongkong, 9th November, 1907. 1739

BOSTON STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT."
FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.

Agents.

Hongkong, 8th November, 1907.

S.S. "POLYPSIEN,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Medee" and "Cordona" from Havre ex s.s. "Cordona," from Bordeaux ex s.s. "Ville de Certe" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. TO-DAY, requesting it to be landed here.

Bills of lading will be countersigned by the Undersigned. Goods remaining on board after TUESDAY, the 19th Nov., 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 19th Nov., 1907, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 19th Nov., at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 12th November, 1907. 2]

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns, 3000 h.p., Comdr. E. L. T. Leatham, Hongkong.

Afrasia, 2nd class cruiser 4360 tons, 10 guns, 7000 h.p., Captain C. L. Vaughan-Lee Hongkong.

Bedford, British cruiser, Capt. S. E. Erskine, E.N., Hongkong.

Bramble, gunboat, 710 tons, 90 h.p., Lieut. Comdr. G. W. Davidson, Shanghai.

Britomart, gunboat, 710 tons, 90 h.p., Lieut. Comdr. W. L. Bamber, Shanghai.

Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, Hongkong.

Chio, British sloop, 1070 tons, Comdr. C. D. S. Raikes, Hongkong. At present a Pakee, leaves 18th Nov. to return.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 570 h.p., Lieut. Comdr. Grosson, Hongkong.

Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 h.p., Capt. Roland Nugent, S'hai.

Handy, torpedo-boat destroyer 235 tons, 6 guns, 4000 h.p., Lieut. Comdr. W. H. Darwall, Hongkong.

Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. G. C. Dickson, Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3800 h.p., Lt. Comdr. C. A. Freemantle, Hongkong.

Kent, armoured, 9830 tons, 14 guns, 23000 h.p., Capt. S. V. de Y. Horsey, en route Singapore to recommission.

King Alfred, British cruiser, Flag ship of Admiral Sir Arthur W. Moore, Commander in Chief, 14100 tons, Capt. Cecil F. Thursby, Hongkong.

Kinshe, river gunboat, 616 tons, Lieut. Comdr. Sidney H. Tenyson, Yangtze.

Monmouth, cruiser, 9800 tons, Capt. J. A. Take, Hongkong.

Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. Vaughan, West River.

Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. R. S. Roy, R.N., Shanghai.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6300 h.p., Lt. Comdr. Kiddie, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Walcott, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. R. Tickle, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.

Taku, torpedo boat destroyer, Bosc, Strath, Hongkong.

Tamar, reservering ship, 4600 tons 6 guns, Commodore Stokes, Hongkong.

Test-tube gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Guire, Yangtze.

Thistle, gunboat, 710 tons, 90 h.p., Lieut. Comdr. West, Shanghai.

Virago, torpedo-boat destroyer, 391 tons, 6 guns, 6300 h.p., Lieut. Comdr. Stevenson, Hongkong.

Waterwitch, surveying ship, 620 tons 450 h.p., Comdr. R. V. Glennie, Bala Bay.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5000 h.p., Lieut. Comdr. H. B. Cox, Hongkong.

SHIPPING IN PORT.

ACARA, British str., 3174, Wm. Hume, 18th October—New York 27th August, Oil—Standard Oil Co.

CHUHSING, British str., 1199, F. Moore, 11th November—Tientsin Nov. 3rd, Chifu 5th, and Weihaiwei 6th, General—Jardine, Matheson & Co.

CHUNSHAN, British str., 1417, D. A. King, 3rd Nov.—Wuhu and Chinkiang 27th October, Risco & General—Jardine, Matheson & Co.

DERWINE, British str., 1562, Jenkins, 29th Oct.—Saigon 24th Oct., Risco and Mails—Chinese.

DEVAWONGSE, German str., 998, T. V. Bruhn, 6th November—Bangkok and Swatow 5th Nov., Risco & General—Butterfield & Swire.

EMPEROR OF JAPAN, British str., 5940, H. Pybus, R.N., 20th October—Vancouver B.C. 1st October, Mails and General—C. P. R. Co.

FORESTDALE, British str., 2283, Noell, 11th November—Hongkong 7th November, Sugar—Butterfield & Swire.

FUKUO, MARI, Japanese str., 1946, Sakamoto, 11th November—Moji 5th November, Coal—Mitsui Bishi Goshi-Kaisha.

HAITAN, British str., 1183, J. S. Roach, 13th Nov.—Coast Ports 12th Nov., General—Douglas, LaPraik & Co.

HANOI, French str., 739, Morless, 12th Nov.—Haiphong 9th, and Hailow 11th Nov., General—A. R. Marty.

HENRIK ISEN, Norw. str., 2960, Remertson, 7th November—Kuchino 2nd Nov., Coal—Doddwell & Co.

HOPKINS, British str., 1359, Jas. M. Hay, 12th November—Waha and Chinkiang 8th November, Risco and General—Jardine, Matheson & Co.

JOSHIN MARU, Japanese str., 702, H. S. Smith, 13th Nov.—Tamsui 10th Nov., General—Osaka Shosen Kaisha.

KWILIN, British str., 1027, Bards, 10th Nov.—Wuhu and Chinkiang 6th Nov., Risco—Butterfield & Swire.

KWEIANG, British str., 1044, M. Dawson, 10th Nov.—Newchwang and Chiofo 5th Nov., General—Butterfield & Swire.

KWONGSANG, British str., 1428, W. Palmer, 11th November—Shanghai 7th, via Swatow 10th November, General—Jardine, Matheson & Co.

LAISANG, British str., 3480, E. J. Todd, 11th Nov.—Calcutta 25th Oct. and Straits 4th Nov., General—Jardine, Matheson & Co.

MATHILDE, German str., 331, A. Uldersop, 13th Nov.—Haiphong and Hailow 11th Nov., Risco and General—Jardine & Co.

MENARCO, Chinese str., 1348, John MacArthur, 12th November—Shanghai 9th November, General—Chinese.

NICHIBI MARI, Jap. str., 880, R. Minagawa, 7th November—Wakamatsu 1st Nov., Coal—Mitsui Bussan Kaisha.

PAUDERTY, British str., 2351, Sannard, 20th October—Tientsin 14th October, Ballast—Meyer & Co.

PROGRESS, German str., 637, A. Strava, 7th November—Amoy 5th November, General—Siemssen & Co.

PROTEUS, Norwegian str., 838, The Seaborg, 12th November—Haiphong 9th Nov., Coal—Waller & Co.

PRUTEUS, Norw. str., 1024, F. C. Kolderup, 13th November—Bangkok 31st Oct. via Swatow 12th Nov., General—Agnard, Thoresen & Co.

RAJAH, German str., 2628, R. Petersen, 8th November—Bangkok 30th Oct., Risco and Wood—Butterfield & Swire.

SHANTUNG, British str., 1335, J. Robinson, 1st Nov.—Probinging 20th Oct., Sugar—Butterfield & Swire.

SHOHSU MARU, British str., 1307, W. McIntosh, 12th November—Shanghai 7th, via Amoy 11th Nov., General—Butterfield & Swire.

SHAWMUT, American str., 6195, Roberts, 8th November—Manila 5th Nov., General—Doddwell & Co.

SIBERIA, American str., 5655, A. Zander, 5th November—San Francisco 9th Oct. and Shanghai 3rd Nov., Mails and General—Pacific Mail S. S. Co.

SOLSTAD, Norwegian str., 897, K. Thorsen, 4th November—Newchwang and Chiofo 28th Oct., Bams—Agnard, Thoresen & Co.

SUSAN, British str., 1765, W. D. Welch, 5th Nov.—Hongkong 2nd Nov., General—Jardine, Matheson & Co.

TELMACHUS, British str., 1370, Jas. Williams, 4th Nov.—Saigon 30th Oct., Risco and General—Chinese.

TRUGER, British str., 5305, J. Barwise, 2nd Nov.—Nagasaki 28th October, General—Butterfield & Swire.

VOLUTE, British str., 2593, C. Skott, 22nd Oct.—Bala Papan 13th Oct., General—Arnhold, Karberg & Co.

YIKSANG, British str., 1233, Thomas, 5th Nov.—Waha and Chinkiang 1st Nov., Risco—Jardine, Matheson & Co.

YUENSANG, British str., 1128, Rolfe, 12th November—Amoy 11th November, General—Jardine, Matheson & Co.

ZAFIRO, British str., 1619, A. Fraser, 11th Nov.—Manila 9th Nov., Hemp and Sugar—Shewan, Tomes & Co.

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